

WORLD WAR: Motocross and Trophee Des Nations

IND

34485

JANUARY 1978

\$1.00
UK60p

MOTOCROSS

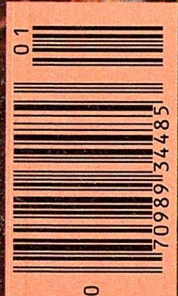
MAGAZINE

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NOW**

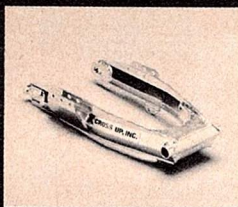
**KOJII MASUDA:
THE ORIENTAL
EXPRESS**

**BREAKTHROUGH:
NO-DIVE SUSPENSION**

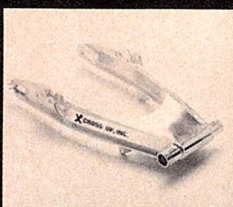
HOW TO GET SPONSORED



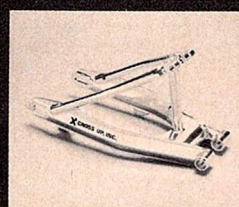
Retailers: See Page 72 for
Special Display Allowance Plan



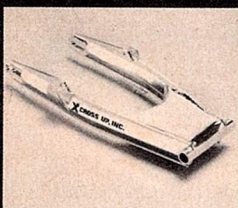
CR 125/S145
5 pounds 11 ounces
Double Diamond
aluminum extrusion
6 month guarantee



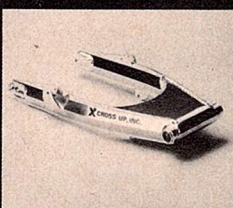
TT 500/S145.
Considerable increase
in wheel travel
Double Diamond
Extruded aluminum
6 month guarantee



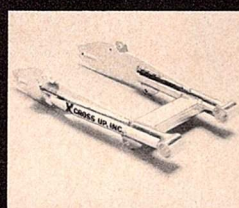
YZ 125D/S165.
6 pounds 11 ounces
Double Diamond
Extruded aluminum
6 month guarantee



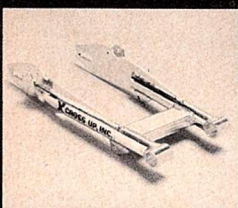
RM 100B/S145.
5 pounds 11 ounces
Double Diamond
Extruded aluminum
6 month guarantee



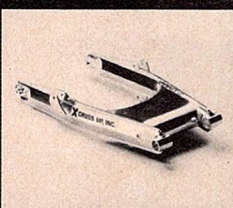
**RM 250 - 370
A, B & C/S145.**
5 pounds 11 ounces
Double Diamond
Extruded aluminum
6 month guarantee



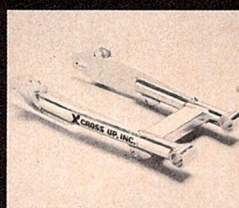
YZ 80C/S110.
2 pounds 12 ounces
Double Diamond
Extruded aluminum
6 month guarantee



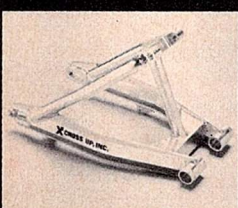
XR 75/S110.
2 pounds 12 ounces
Double Diamond
Extruded aluminum
6 month guarantee



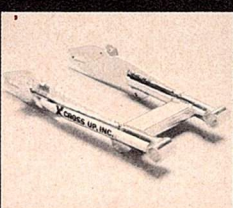
KX 250 - 400/S145.
Reduces unsprung weight
increases rearwheel travel
Double Diamond
Extruded aluminum
6 month guarantee



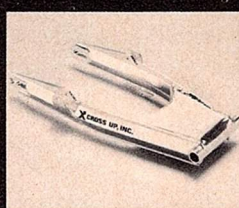
YZ 80D/S110.
2 pounds 12 ounces
Double Diamond
Extruded aluminum
6 month guarantee



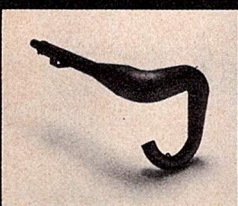
YZ 250 - 400 D/S165.
6 pounds 12 ounces
Increased travel
Double Diamond
Extruded aluminum
6 month guarantee



RM 80/S110.
2 pounds 12 ounces
Double Diamond
Extruded aluminum
6 month guarantee



RM 125 B/S145.
5 pounds 11 ounces
Double Diamond
extruded aluminum
6 month guarantee



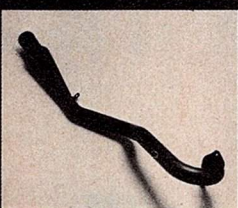
YZ 80 UP PIPE/S55.
Wider power band
increases torque
increases horsepower



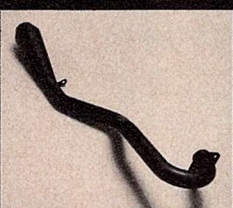
CR 125 UP PIPE/S80.
The best up pipe money
can buy for those racers
who go all the way
Hydro formed for
maximum performance



RM 80 UP PIPE/S55.
Hand formed bands
turned for maximum output
increased power in all ranges



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ARRESTOR PIPE/S65.**
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light weight construction
routes close to frame



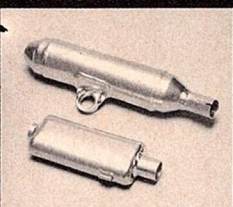
TT 500 RACING PIPE/S55.
Weighs just 3 pounds
20% horsepower increase
wider power band



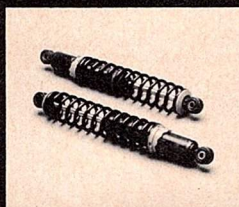
RM 125 UP PIPE/S80.
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increases horsepower output
super tunes your engine



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power band



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MUFFLER/S30 - S35.**
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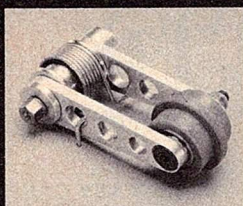
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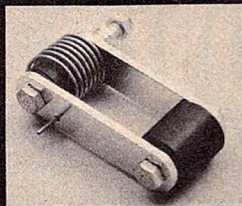
MINIMUM COD ORDER IS \$10.

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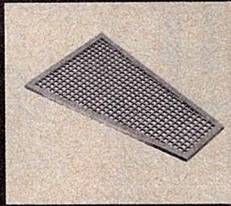
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sealed ball bearings
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urethane roller



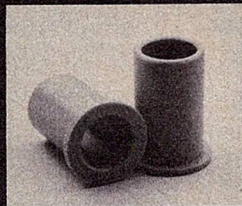
TENSIONER/S16.
Inexpensive dependable
nylon guide wheel
6061 sidearms



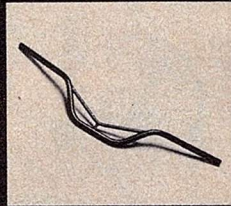
MUD GARD/S9.
Keeps mud off engine
aids in cooling
lightweight nylon
easy to install



(THE) AXLE/S15.
Eliminates bent axles
heat treated
tubular 4130 chrome moly
replaces all 15 mm axles



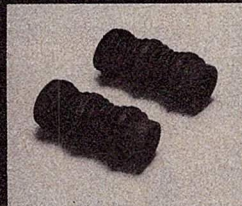
BUSHINGS/S9. (pair)
Self lubricating
self aligning
will outlast bronze
easy installation



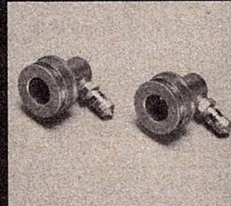
HANDLEBARS/S21.
Developed by GARY JONES
4130 chrome moly
heliarced center brace
weighs 2 pounds 7 ounces



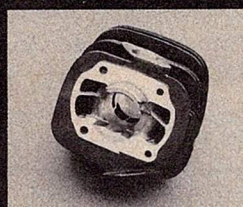
FORK KITS/S20. - S60.
AL BAKER R & D fork kits
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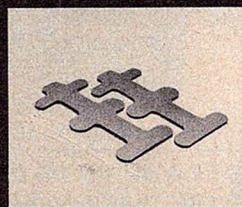
FORK BOOTS/S9.
Allows for 10 inches
of fork travel
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decrease in air pressure
in forks



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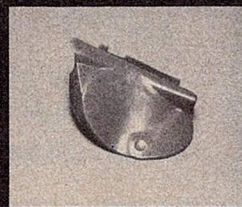
FORK PROTECTOR/S3.
Efficient way to protect forks
comes complete with
nylon tie straps



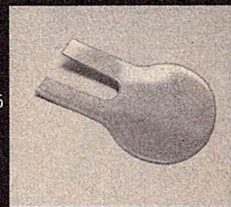
GRIPS/S3. (pair)
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soft positive feel
deep rutted design



CASE SAVER/S10.
6061 polished aluminum
protects case from
derailed chain
produced by
ALLOY GRAPHICS



UFO NUMBER PLATE/S15.
Unbreakable poly urethane
attaches easily to bike
smooth surface for numbers
fits RM 80, YZ 80, and XR 75



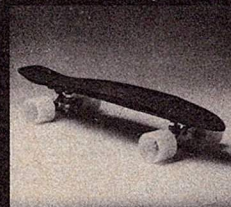
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front mount is universal



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UFO NUMBER PLATE/S15.
Unbreakable polyurethane
attaches easily to bike
smooth surface for numbers
side mount fits
all popular bikes



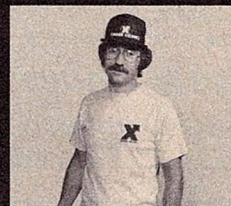
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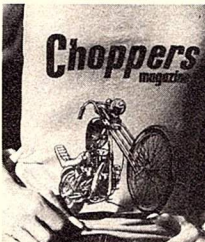
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- CM- CHOPPERS MAGAZINE
- M-247 OSSA
- M-245 HUSQVARNA
- MXA MOTOCROSS ACTION MAGAZINE
- M-246 KAWASAKI
- M-51 CHOPPERS INC.
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- M-180 U.S.A.
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- M-280 HONDA
- BB BIG BIKE MAGAZINE
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- M-240 SUZUKI
- M-270 TRIUMPH (off road)
- M-613 COORS
- M-268 DODGE VAN
- M-172 THE DEVIL MADE ME DO IT
- M-287 PENTON
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- RV- VAN WORLD MAGAZINE (do it in your van)

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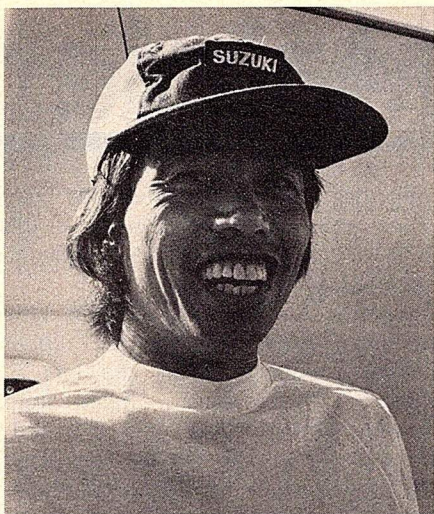
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KOJII MASUDA



SWISS GP



WORLD WARS



RM50

MOTOCROSS

ACTION MAGAZINE

JANUARY 1978

VOLUME SIX
NUMBER ONE

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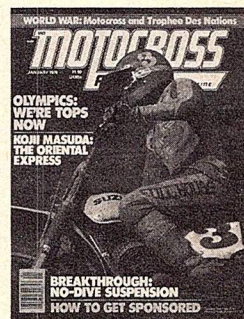
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next issue on sale January 10



COVER: Three-time 250 National Champion Tony DiStefano two-fingers the brake. Tony was top American scorer in the Motocross and Trophee des Nations for the third straight year. Photographic excellence by Dick Miller.

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On The Mainjet

By Dick Miller

□ Trying to start a motocross race — fairly — with 30 to 40 riders abreast of each other is like trying to line up a similar amount of six-year-olds for ice cream cones on a hot summer day . . . extremely difficult!

Throughout the past several years various techniques and devices have been used to combat the problem. In motocross' infancy, races were started using a flagman. There were no barriers between the human starter and the racers. His unenviable task was to try to get every rider off the line at the same time, making sure that no rider had an advantage over any other. It was primitive but exciting. There usually was the rider who started the event by intimidating the starter, knowing full well that it was more trouble than it was worth to try to restart a race once it was started.

Manipulating starters was the name of the game in those days, but it didn't always work, and there were more arguments than races. The obvious solution to the problem was to use some sort of barrier that would better control the anxious riders until the time came to start the race. Trenches were dug and used to place the front wheel of every machine entered in a straight line, but this was a less than adequate solution.

I remember that in 1968 at the Corriganville GP (later to be called Hopetown) the starting drill was to put your clutch hand on your helmet just prior to the start. It was the second year that we had the Europeans over here. Torsten Hallman, Bengt Aberg, Joel Robert and a young but spectacular Roger DeCoster were lined up on the start line with America's best. It was like a silent movie comedy to watch hands tentatively touching helmets in anticipation of the drop of the flag by the starter. Some of the riders had their heads bent as close as they could to the clutch lever and could barely see the starter. Torsten had a reputation for being one of the best starters in motocross, but the eyes watching Joel saw his CZ leap off the line without his ever touching the clutch lever. When the starter waved his flag Joel jammed the gear lever

with his foot, unweighted the rear wheel and twisted the throttle. All this with his clutch hand still on his helmet. So much for that system!

Some of the first barrier-type restraints were surgical-type rubber bands stretching across the line of riders and preventing them from leaving the start line until released. More than one rider left the line under this system with the bands of rubber tubing wrapped around his neck, yanking him off his bike in the next several yards. The hot setup was to make sure you were on the side of the line closest to the release of the rubber band. Some of the tubing-type start gates went up instead of across the riders, but there were still major problems.

Finally, metal starting gates came into being, and were first used in the GPs in Europe. At the time it was difficult to get the promoters to accept and install them, but eventually most tracks did.

The metal starting gates were firmly established in Europe prior to their first use in this country, but it didn't take too long before all the more prestigious tracks had some type of mechanical starting gate. Some were made from plans similar to the type used in Europe, and others were manufactured by a couple of companies in a kit form. A cable-type gate similar to the solid gate commonly used today at most tracks was tried, but was eventually abandoned several years ago.

You would think that a big metal barrier would have put all the starting problems to bed once and for all, but obviously it hasn't. There are still as many arguments as ever. I remember that when the first gates were used in Europe, everyone felt that Torsten would no longer be able to get holeshots as in the past. He still did, gate or no gate. A good starter has the knack, or expertise, if you will, to get good starts no matter what system is used.

Almost every week we read or hear of starting problems at a particular event. Most are due to the eagerness of the rider, and usually result in his bike getting hung up on the gate. Some have even succeeded in clearing the gate before it drops, while others either loop their bikes by hitting the gate

prematurely or pitch themselves over the bars for the same reason. Everyone reading this column who races motocross has probably experienced similar problems at one time or another in his career. For many of you, rider error was not the problem. It is a fact that there are a lot of flimsy gates out there in motocross land. Some work

well and some don't work at all. A good example is the gate used in last year's Superbowl of Motocross which was shown on national TV. If you were paying attention you might have noticed that the start of the final race was marred by the fact that the bikes were able to push the gate down without the start release lever being thrown, so all but the four or five riders next to the lever holding the gate were able to go before it was released. DeCoster was next to the lever and on the pole and was not aware of the problem, even though the AMA officials were.

Last year several events were marred by starting incidents, and indiscriminate penalties were assessed. The more colorful riders are the first seen when these violations occur, while less conspicuous riders are not caught or penalized. A situation like this occurred at the Lake Sugar Tree Trans-AMA in Virginia. Several riders jumped the gate, but only the most conspicuous were caught and penalized. A videotape was being used by a private company filming the race, but it couldn't be used to replay the start because the monitor was too small. It would be an ideal solution to a sticky problem should the AMA decide to start filming the starts of major events. With only a few seconds being used per start, a tape could last a whole season.

A much better solution to this starting problem would be for the promoters to check out Dick Roy's Superior Metal Products starting gate which was used at the Unadilla Trans-AMA. It is a cheater's gate and virtually foolproof to beat. Each rider has his own little gate and it drops backward, not forward. If you charge it before the starter drops it you become wedged under it, yet it doesn't affect any other rider. The only problem I could see with it is that the rider next to the guy pushing on the lever to release the gate has an advantage. It's nothing that a small enclosure wouldn't cure. It is the most impressive starting gate I've seen yet, and the most fair. Any track owners or promoters interested can get hold of Dick by writing: Superior Metal Products, 75 Christian Lane, New Britain, Connecticut. Gassit!



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Jody's Box

By Jody Weisel

□ Somewhere about the 25-minute mark in a moto I start staring pleadingly at the flagman every time I pass the finish line. If only he could see through my goggles he would perceive the plaintive cry of an exhausted man looking for the white flag. My mind is no longer concentrating on moving forward, but rather on moving at all.

At the white flag I pick up the pace and put up a good front for one lap before collapsing in a lawn chair. As I lie there in a coma, my mind starts to make plans to start a new training program tomorrow, but unfortunately, I hate sit-ups. My loathing of sit-ups always forces me to black out and refuse to think about training. Instead, as my depleted body lies there after a moto, I beg my girlfriend to pour ice-cold Gatorade all over me.

The sport has become too tough. If you live in a place where you are still racing five-lap motos on Sunday, count your blessings. Forty-minute motos are an approach-avoidance situation. I like the long motos because they afford me time to work up from my preordained bad start and have long enough to really enjoy myself. On the other hand, you can't really enjoy yourself when you are gasping for air and begging your pit crew for a relief rider.

But, like I said, I hate sit-ups. You probably hate them too. I also hate to run for anything except a bus. Let's face it, I hate to exercise. And yet I am in decent condition, and when I collapse in my lawn chair after a moto I look like the winner of a 72-round bare-knuckles fight, because the other guys look worse.

Tony DiStefano, who comes over to my house in the mornings sometimes to do his training, a long and strenuous workout, does his best to make me feel guilty. It doesn't work. Tony comes in after a 40-minute moto, has a glass of water and goes off to look at the girls. I don't care; I still will not get up in the morning and run until afternoon.

So, how do I get going every Sunday and keep going? Simple. I remember back to my childhood and how I spent my summers in constant activity. And

that is what I try to do. I get up early and take the garbage out. I clean up the kitchen or sweep the rug. When I let the dog out I go out with him and play. Perhaps most important, I ride my motorcycle several times a week and spend the rest of my spare time working on it.

The only traditional exercise I am able to force myself to do is a simple child's game: jump-rope. I have a good Rawlings ball-bearing jump rope, and I set an egg timer for five minutes. Sometimes I jump with both feet, sometimes one foot at a time, occasionally I do doubles with one jump, and I do a wonderful Muhammad Ali shuffle to finish. I never tire of dazzling my friends with my rope act. I also never tire as soon as they do whenever we get involved in a rope-jumping contest.

I guess I thought that I was the hottest rope-jumper in the world of motocross. It is one of the best ways to build up your leg, calf and foot muscles while improving your wind. It does have its setbacks, like the time I was trying to do three cross-overs in a row, got the rope tangled around my legs and stumbled into a rose bush. It took me two hours to get out of that mess. Besides that unfortunate incident and an occasional rope burn around my neck, I was sailing along to motocross fitness. When DiStefano came over with his push-ups, ten-mile runs, Rolf Tibblin exercises and awful sit-ups, I merely whipped out my trusty rope and gave him about two minutes of the high-speed, rat-a-tat-tat, razzle-dazzle rope work. He left muttering to himself in absolute amazement.

When other riders would tell me about how hard they had been training, I would reach into my back pocket, the dashboard of my car or the tool kit of my bike, hand them a rope and say, "Do three minutes for me." I developed a reputation as a rotten person to be around wherever there was room to swing a rope.

I suppose that it would have ruined my social life and made me a lonely and isolated motocrosser. Left with nothing but a rope and a lot of empty space. Then, one day out at Saddleback at the riders' meeting, I was conducting my own personal lecture on



the beneficial aspects of jumping rope with style. I was really cooking into the standard slogans and jingles that I used to embarrass the less talented of my peers, when I heard this voice from the back of the crowd saying, "I can out-jump you any day!"

I ignored this challenge, just like I ignored the promoter telling me to shut up so he could conduct the meeting, but the weak voice persisted. It must have been some weakling trying to razz me. No one would dare to try to out-jump the master. Suddenly there was a commotion in the pack and it split in two, leaving an eight-year-old girl dressed in leathers and carrying a little red jump-rope with bells on the end. I patted her on the head and continued to harangue my fellow 'crossers. I recognized her as a mini-bike racer. Certainly she wasn't in my league.

Chicken, Turkey, Squid and Fem were just a few words that the guys started to throw at me when I refused her challenge. What could I do? I started out with a simple double jump and set a steady pace. I figured to put this child away in about two minutes. At the five-minute mark I was a little tuckered, so I slowed the pace and went to a simple single hop. Around the eight-minute mark the kid was calmly chewing gum and reciting some kind of chant. By the nine-minute mark I figured that the chant was some sort of hypnotic state.

At the ten-minute mark I was back in the pits, collapsed in a lawn chair, begging my girlfriend to pour ice-cold Gatorade all over my body. Just before I collapsed into a coma I could hear the jingling of little bells still ringing across the pits.

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Dirt

By Holbert Holquist

NO TICKEE

Ticket prices at most major motocross races have gotten out of hand. For a sport that was built on a friendly, family-picnic atmosphere, it has developed into big-buck entertainment, in many cases. A word of advice to promoters: Let children under the age of 12 in free. They are not going to get in the family car and drive out by themselves, but they will bring along Mom and Dad. But Mom and Dad are going to balk when they see that taking Junior to watch the races will set them back 30 big ones. Let's try to build the sport and its following, not make bucks off of babes.

* * * *

NOYCE NOISE

Honda sources are being extremely quiet about the Graham Noyce deal, but it is rumored that one week prior to the start of the Trans-AMA the young British star was signed away from Maico to ride the big red machines in Europe. Although it may be premature, we might even see Graham Noyce at the last few rounds of the Trans-AMA on a Honda.

Maico is suddenly without a top-notch rider. Adolf Weil has turned 39 years old and a little brittle, Sylvain Geboers wasn't competitive this year, Hans Maisch has not fulfilled his father's hopes, and that leaves only Puch transfer Herbert Schmitz. Schmitz is an unknown quantity. Perhaps Herr Maisch should consider hiring Americans for the European circuit.

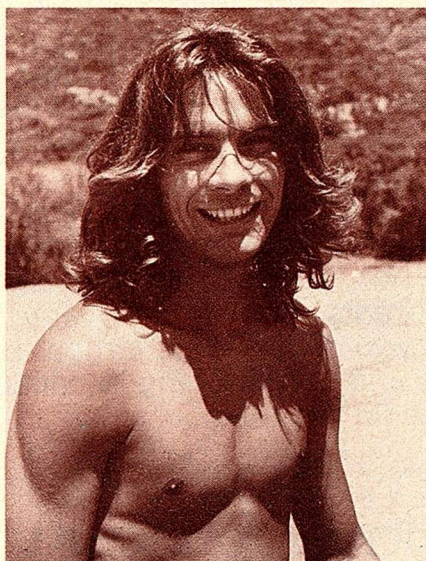
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RETIREMENT CENTERS

Motocross has yet to set up its hall of fame, although the AMA is considering opening a museum of motorcycling. But if we know the AMA, the museum will be filled with Harley paraphernalia and Grand National garbage. We'd like to see a museum where the young could come to see Brad Lackey's peace dove, John DeSoto's casts, Tony DiStefano's CZ



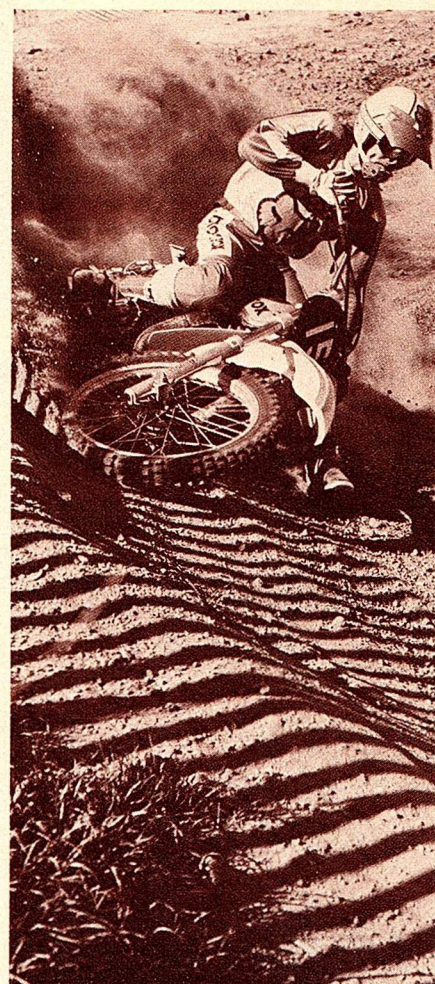
Hodaka has finally released the new 80cc mini and Jody was one of the first people in the land to get to caress one. The Hodaka mini is just another sign of the health of the minicycle market in America. Oh yeah, we will be testing one as soon as Jody lets go.



Ken "the Dart" Zahrt displays the charms that have made him so popular in towns all across America. Kenny was a member of the disbanded Bultaco team, but, not to be disappointed, he took his private Bul out on the circuit. Hang in there, Kenny.

shocks with Triumph header clamps bolted to them, Doug Grant's factory AJS, a couple of GHOST motorcycle sweatshirts and Jody's Reuben "Hurricane" Carter boxing trunks. We'd like to hear from you about what you think belongs in motocross's magic museum. Write us and we will compile the results and see if we can get it off the ground.

* * * *



TOO MUCH FOOTBALL

The Trans-AMA circuit will also be missing hard-charging Pat Richter. The Moto-X Fox flyer was suffering from knee problems throughout the 125 National Championship series, and toward the end they became a hindrance to his riding. Pat elected to go home to Northern California and have the knee tended to. Pat will be out for the rest of the season.

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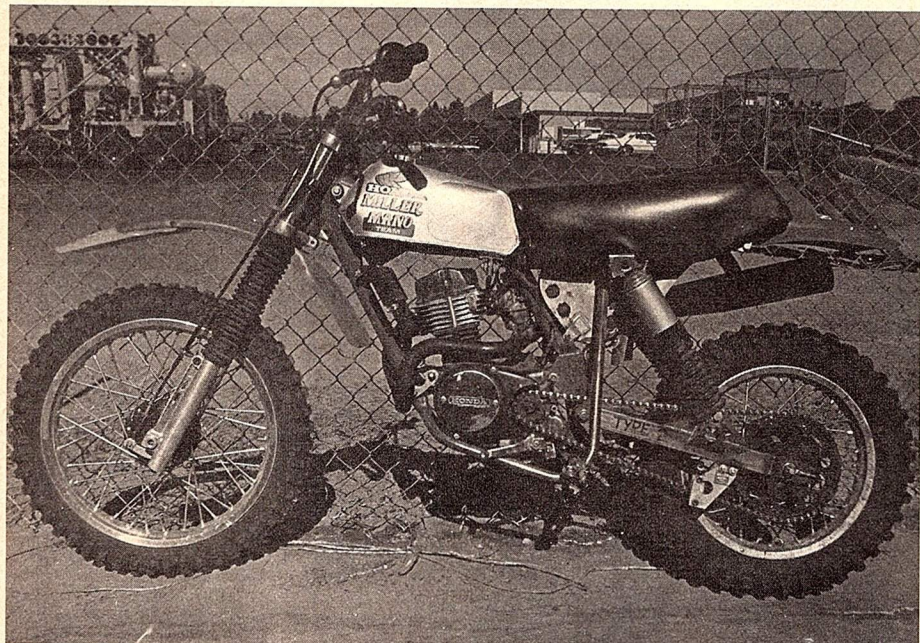
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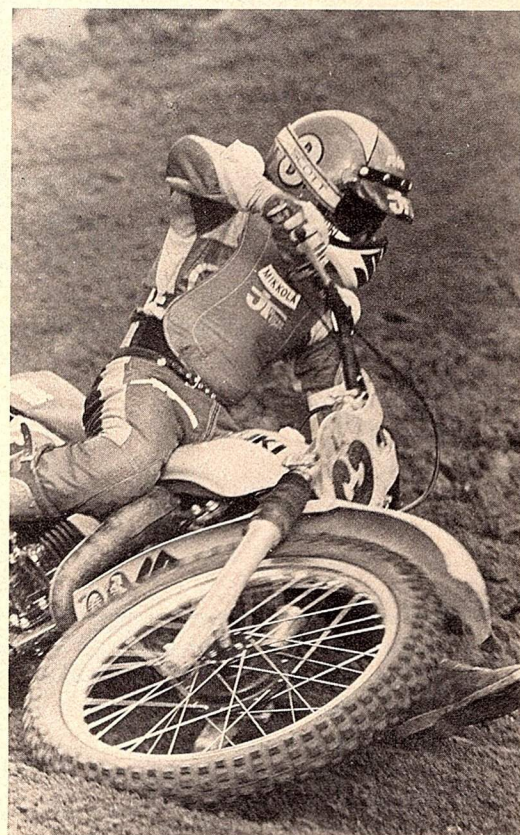


This Type 2 XR75 belongs to Southern California racing personality David "Works" Miller, scion of the Miller Mano fortunes. Dave made every little piece by hand, from the leading axle front forks to the aluminum gas tank. Then he went out and thrashed it until it didn't look so sano anymore.

INFLATION INFORMATION

Although the high cost of racing is creeping into ticket prices and entry fees, the bikes really aren't keeping pace with the economic spiral. If you compare the price of a DT-1 Yamaha of four years ago with the price of a new YZ250, you will see a modest increase in price, but it will be coupled to an enormous jump in quality. For a shocker, compare the price of the first YZ250 to today's model. Today's bike is cheaper.

* * * *



THE LITTLE PEOPLE ARE COMING

Jeff Ward, the dominant force in minicycle racing for the past four years, has finally gotten old enough to race with the big boys. Jeff, who was a factory Honda rider, has recently switched to Team FMF. FMF put little Jeff on a Suzuki RM125 and the kid exploded into some big local wins on the tough SoCal circuit. Next year, watch the Nationals for all the former minicycle greats like Jeff Ward, Brian Myerscough, Flying Mike Brown, Lance Moorewood and Willy Simons.

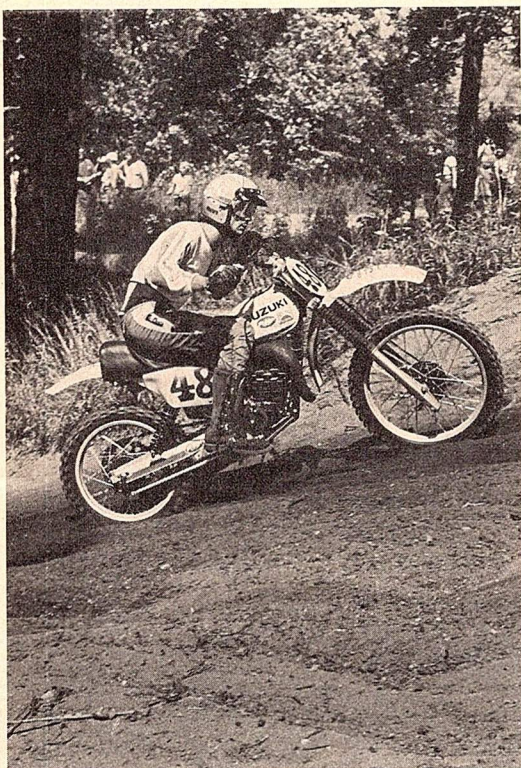


Although this looks like Marty Smith's Type 2 RC Honda, it is in fact an MR50 Honda. Although the MR50 is no longer in the Honda line, that didn't stop NMA minicycle racer Kurtie Hendrikson from convincing his brother to build him the ultimate imitation.

HOT TIP

When your motocross socks start getting holes in the toes, save them. You can cut the feet off and pull them up over your knees and thighs for that cold winter day or extremely rocky track.

* * * *



OGDEN INJURED

One of the National motocross scene's nicest guys and fastest up-and-coming riders, Gary Ogden, was injured while practicing out in the desert by Palm Springs, California. Ogden, who is sponsored by FMF and Ocean Pacific clothing, had set up an extremely rugged course in the desert where he practiced daily in preparation for the Trans-AMA Support class, which he stood an excellent chance of winning. Gary crashed hard, breaking his leg and numerous other bones.

* * * *

FRAGILE, HANDLE WITH CARE

Southern California pro racer Steve "Muff" Montague was out at Saddleback trying out a new set of Mexican-made Marzocchi replicas. He

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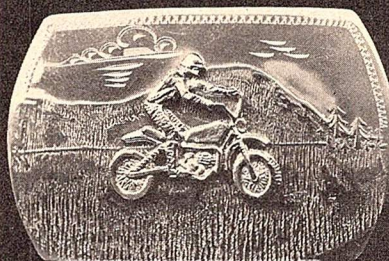
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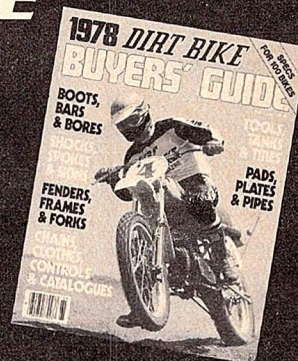
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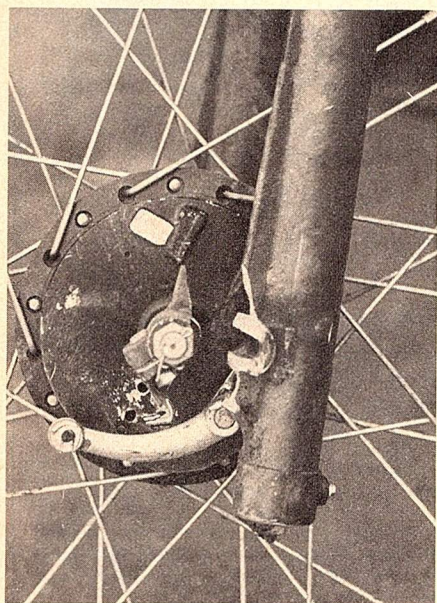
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had heard of monoshock suspension before, but never mono-fork suspension. Luckily, he wasn't injured, but he doesn't use copies of the real thing anymore. The forks are not Marzocchi's and obviously are not safe. At least Muff's pair wasn't.

* * * *

THE SAGA OF MARTY

The highlight of the 1977 European 250 World Championship series was the sudden rise of young American rider Marty Moates. Moates was spotted by the Ossa factory and flown to Europe to contest the World Championship. Marty impressed almost everyone on the 250 circuit and turned in several top-ten rides. A shoulder injury brought him home in the middle of the season for an operation.

When he was fully healed and preparing for the Trans-AMA series, Ossa informed Marty that they could no longer sponsor him. So, Marty's Cinderella year has gone from full factory sponsorship on the World circuit to being a privateer six months later.

* * * *

THE FOX MONO SHOX

Back in late summer Pat Richter was seen with a long Fox Airshox sitting in the back of his van. It turned out to be a Yamaha monoshock version of the famous Fox Airshox. Development has

been slowed somewhat, but now the factory riders have begun to become interested. The Fox shock weighs several pounds less and exhibits considerably less fade, according to those who have tried it.

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STADIUM ARCADE

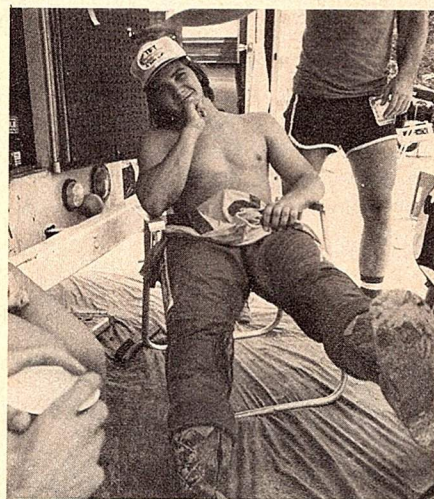
It looks like the AMA has lined up ten stadiums for the indoor series next year. Although nothing is firmed up yet, you can expect the big-time MX circus to hit your football turf if you live in one of these towns: Seattle, Atlanta, Daytona, Houston, Pontiac, Pittsburgh, New Orleans, Los Angeles, Kansas City and Anaheim.

Negotiations with Boston have fallen through, and Dallas has been dropped from the schedule, at least at this point.

* * * *

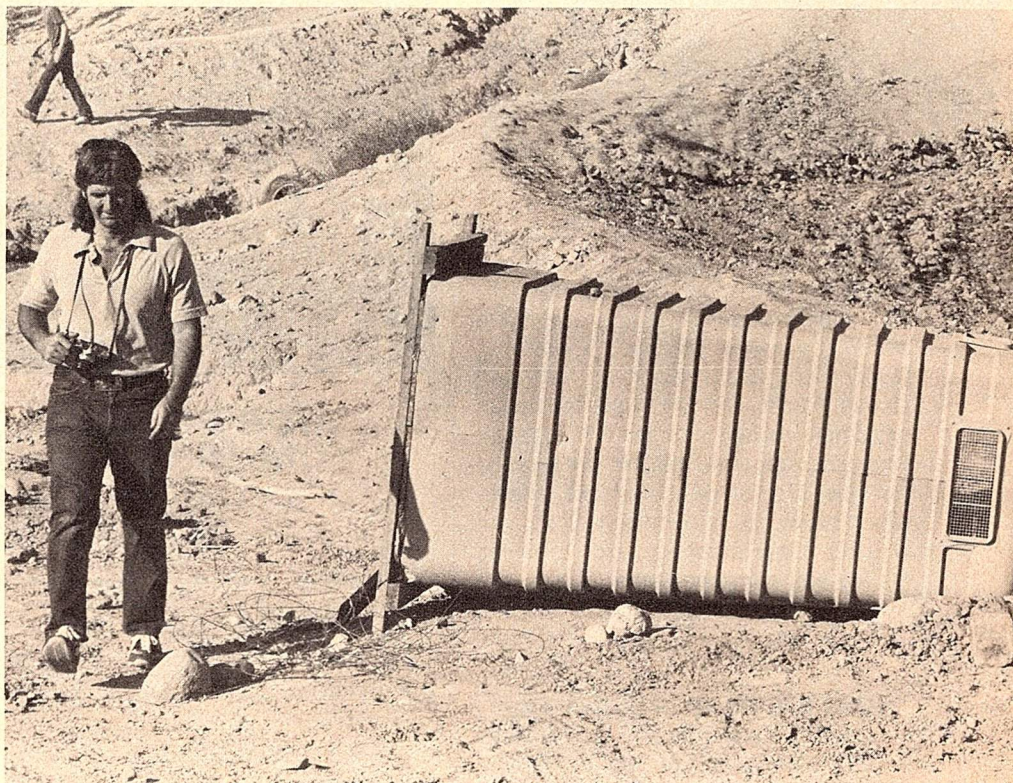
RUMORS, MOSTLY NASTY AND UNPROVEN

Steve Stackable is possibly thinking of leaving Maico to ride for a large Japanese firm that paints everything



MX Fox's Steve Wise will be the prime 125 contender next year.

green. Kent Howerton will be the prime subject of a major Japanese bargaining session. Expect Suzuki to try to make him their 500 rider. Four privateers have earned factory rides and you can expect to see Steve Wise, Mark Barnett, Pat Richter and Gary Ogden being approached by the major teams. Richter and Ogden are both recovering from leg injuries that will keep them out of the Trans-AMA and hurt their chances of getting a factory ride.



One of the hardships of moto-journalism.

Roger DeCoster has decided not to ride Anaheim Stadium; instead, Dick Miller, Al Simon and Roger are going fishing in Ensenada, Mexico. Dick took Jody and Dennis' fishing poles away from them and said, "Go to Anaheim!" NBC Television will be filming Anaheim for later airing on the boob tube.

* * * *



THE FIRST

Kent Howerton and Husky are splitsville. Rumors from Peyton Race say that irreconcilable differences have ended the many years of love shared

by the two. Howerton, the 1976 500cc National Champion, becomes the last in a long line of heartbroken Husky departees. San Antonio, Texas' Kent Howerton joins Brad Lackey and Heikki Mikkola as recently departed comrades. Kent becomes the first big-name rider to go on the trading block for 1978.

* * * *

THE SECOND

It is official, Graham Noyce has joined Honda, but also of interest is the return of former Golden Wrench motocross mechanic Bill Buchka. Buchka tuned Jimmy Weinert to a National Championship, Pierre Karsmakers to a National Championship and Bob Hannah to a National Championship. Bill will be Graham's mechanic during the Trans-AMA and then possibly will return to Europe to wrench on Brad Lackey's Honda.

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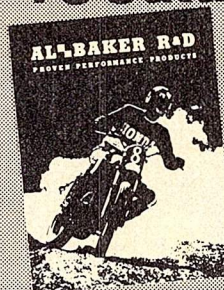
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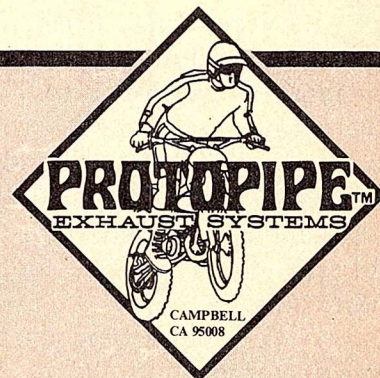
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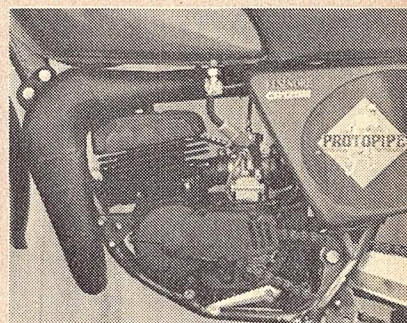
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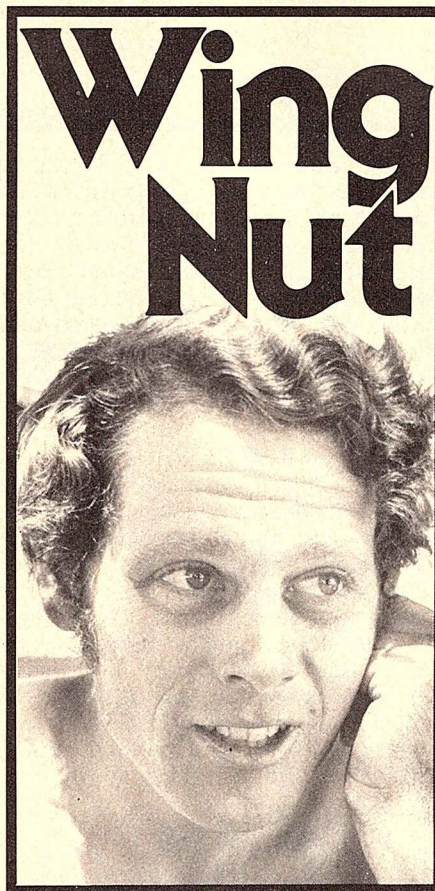
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**WHEN A PROBLEM DRINKER DRIVES,
IT'S YOUR PROBLEM.**



U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION



By Al Baker

HARLEY-DAVIDSON SX125

I own a 1974 Harley-Davidson SX125. Don't laugh — it really isn't a bad bike. It's not fast, but it gets me around. There is one problem, though. I do a lot of fast trail riding and the suspension isn't up to it at all. What should I do? I contacted Koni, and they don't make a set of shocks that fit a '74 Harley. I want to put on a pair of Arnaco LTR-1 shocks and an S&W fork kit, with Bel-Ray SAE 30 fork oil. If this setup will work, please tell me where to get these products. If it doesn't, can you tell me what will?

Ronnie King
Calumet City, Illinois

In a specialized case such as yours, I always recommend consulting a specialized person or company who knows all the answers, plus will offer helpful tuning tips. In your case, Kesco knows all the answers because they built the original SX125 and MX Harley-Davidsons for the factory. Jack Krizman (Kesco) knows little Harleys inside and out, besides making them run fast and smooth. You can write him for his catalog at: Kesco, 13935 Nordoff St., Arleta, California, or call (213) 768-2233.

RM125B DESERT RACER

I race motocross and would now like to race some desert. Could you tell me where I can get info on desert races in my area? Would you also recommend a desert tank to fit my bike? I own an RM125B. Any information will help — keep up the good work.

Alex McEwan
San Bernardino, California

To obtain any race dates for AMA District 37 desert races, just wheelie on down to your local cycle shop and pick up a Cycle News. All races are listed in the Events section in the rear. In your area, dealers even pin up posters of events coming up. Any of your Suzuki dealers should be able to order a three-gallon accessory gas tank made by Clark Manufacturing. The model you want is referred to as the Mini-Fot. Any color is available. Your RM125B will make an excellent desert racer. May I suggest heavier-duty tires and a 15-tooth countershaft sprocket. Now, just run it wide-open and look out for bushes, rocks and washouts.

"TOUGHEST SPORT IN THE WORLD"

I have been trying to find out who said that "motocross racing is the most physically demanding sport in the world, hockey is second, pro football is seventh, etc." I have tried to find the source through the library to no avail. I would like to use this "fact" in advertising our motocross track, but not unless I can find the source. For all I know, someone may have just made it up and passed it along to me.

Could you help me? Do you know where this "fact" originated?

Mrs. Jack P. Adams, Jr.
Pea Ridge Motocross
Dekalb, Mississippi

The "fact" is true that motocross is probably the most physically and mentally demanding sport in the world. Per Gunnar Lindstrom, former Husqvarna factory engineer: "In 1969, I assisted Professor Bent Saltin of the University of Sweden in a combined physical stress comparison test. While vigorously working in the Husqvarna factory, my assignment was to assist in finding out what made a motocrosser run. We used Rolf Tibblin and Sten Lundin, both former World Champions, as guinea pigs. We strapped monitors all over their bodies and measured all physical and mental stress exerted. All competitive sports were measured in

the same manner. Final results showed motocross to be a very close runner-up to rugby, but with less injuries!"

STARTING A BIKE SHOP

I am interested in starting my own motorcycle parts store — you know, like the local auto parts store.


I am mostly interested in parts for European motocrossers, which are hard to find around here.

I would also like to stock a full line of motocross accessories and hop-up kits along with tools and Hi-Point lubricants.

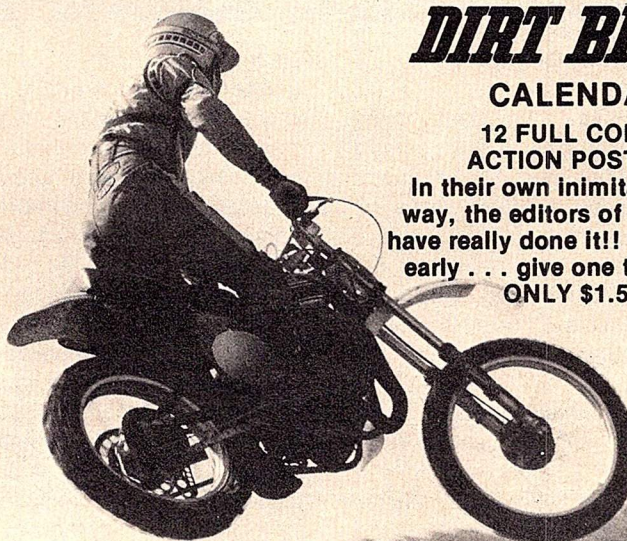
As far as I know, there are no such stores around here.

I would appreciate any help or suggestions you could give me — at least a push in the approximate direction.

Bill Schell Jr.
Geneva, Pennsylvania

I admire a man who successfully starts his own new business, especially in the motorcycle industry. Please, let me warn you, the motorcycle industry has known 85 percent more businesses to start than to succeed over a five-year period. Why? Because nine times out of ten, the new effort is constituted by an enthusiast and not a trained businessman. Believe me, I see it happen every day. Starting into the industry is the best and quickest way to ruin your hobby and love for motorcycles. More of my friends have come and gone just like that. But, you may be an exception. If so, the best way to collect the information on the products you're planning to carry is to first obtain a state resale license, then contact your future suppliers, notifying them of your intentions. Most of them at that time will send you a catalog. Once you've selected a retail store, most distributors require a picture of your new motorcycle store before your initial order. I would only carry and stock what is being advertised by the manufacturer or distributor, because he is educating your customer. Your customer is only going to buy what's new or what he's read about. Scour the newspapers and magazines for the addresses you need. Good luck. 

Got a problem? Advice to the lovelorn? Bike worn out? Write Al Baker. These letters are real and the opinions expressed are those of Al Baker. Any similarity between these answers and those of patients in a mental hospital is purely coincidental.



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Mail Entries

GIMME GIMME

Dear MXA:

I need a bike. I've been going around asking for jobs, but it seems I can't get one. I've tried mowing lawns and the like, but that barely pays for my lunch money.

I'm wondering if you have any dirt bikes lying around that are just collecting dust. If so, I'm sure I could remedy the situation if you'd let me have one.

Mario Salcido
Victorville, California

(Unfortunately, Mario, we just dusted them off last week.)



BAZ GETS A WORD IN

If you run that picture of me one more time, I'm going to spill the beans to *Cycle News*! I can see it all now: "Baz Tells All — Inside Hi-Torque Mag Factory."

Baz
Sutter Creek, California

(How do we know it's you, Baz? Send us a jelly doughnut with your fingerprints on it and we will relent)

MORE CONTROVERSY

Dear MXA:

I can't believe the way the 125 National Championship was decided. If potential motocross followers find out we fix races, why bother to support a sport with predetermined outcomes? We'll be just like pro wrestling, you know who's going to win and it's a joke. I hope the AMA rules on the evidence justly and makes a proper decision. It's a shame our best pro riders must be controlled like puppets for a few advertising dollars.

Rick Schwalbach
Cranford, New Jersey

Dear MXA:

After reading the article "Violation" in the November MXA, I was very disappointed to learn that the Yamaha people would throw a race just to win a championship. Young impressionable riders will lose faith in the honesty of the sport if they see their idols cheating in front of thousands of people. The kids might ask themselves why *they* shouldn't [cheat]. We need riders who will fight to win, not just to make money for their companies. I hope this matter will be cleared up soon and enough action is taken in order to discourage other such incidents.

Madison Parker
Forest Park, Georgia

VIOLATION POEM

In Hangtown, where the hell began,
with Bob, Broc, and superman Dan.

With all the bikes being very trick,
the competition grew very thick.

The factory bikes were the trickiest you see,
RAs, KXs, OWs, and RCs.

It ended at San Antonio, with Hannah in the lead,
he was trying to show that he still had speed.

From the beginning to the end of the race,
he showed he could set a very fast pace.

Then all of a sudden some Yamaha guy,
told Big Bob to let Broc bye!

He tried to ignore the demanding sign,
he was trying to say "this race is mine."

But he obeyed and showed his speed,
within two laps Broc had the lead.

If Yamaha had raced for the sport,
the 125 champion would now be LaPorte.

The turnout should have been determined by skill or fate,
but now Broc has the #1 plate.

Congratulations Broc you showed
you're a man,
better luck next year Bob and Dan.
Flyin' Brian
Thomson, Connecticut

PRICE IS RIGHT

Motocrossing in Japan has been a real pleasure. Over here you can walk into the pits and see the latest Japanese GP machinery and rub elbows with the Japanese stars.

Another benefit is that parts and cycles are cheaper over here. Referring to your article in the August MXA on the RM250C and the price for the magneto cover, I found it hard to believe. If I could sell one cover each day for two months at that price, I could fly from Tokyo (round trip) every

MOVING?

Please attach, in this space, the label from a recent issue to insure proper address corrections.

Mail to: **MOTOCROSS ACTION MAGAZINE**
Subscription Dept.
P.O. Box 317, Encino, CA 91316

NEW ADDRESS:

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two months and take in a few races in the L.A. area.

Dave Roth
Misawa, Japan



THE SHIRT OFF HER BACK

Dear MXA:

In your November issue of MXA on page 12 Mrs. Kent Howerton has on a super-cool T-shirt. I would like to have one. Could you tell me the address of the company that makes them?
Thanks.

Kenneth Perry
Ligonier, Pennsylvania

Dear MXA:

Where could I get one of those high-class Husqvarna T-shirts that Kent Howerton's wife is wearing in your November issue? Maybe I can convert some of my friends who get up with the Rising Sun. They always seem to be able to come up with an excuse for finding my Husky's Barum tire tracks up the middle of their rubber-band-powered scoots. Thanks.

Steve Scroggs (The Husky Kid)
Lee's Summit, Missouri

Dear MXA:

In your November issue you have a photo of Kent Howerton's wife with a novel T-shirt. I wish to acquire one of these collector's items. Could you send me any information on how much they cost and where they're available? I would greatly appreciate it.

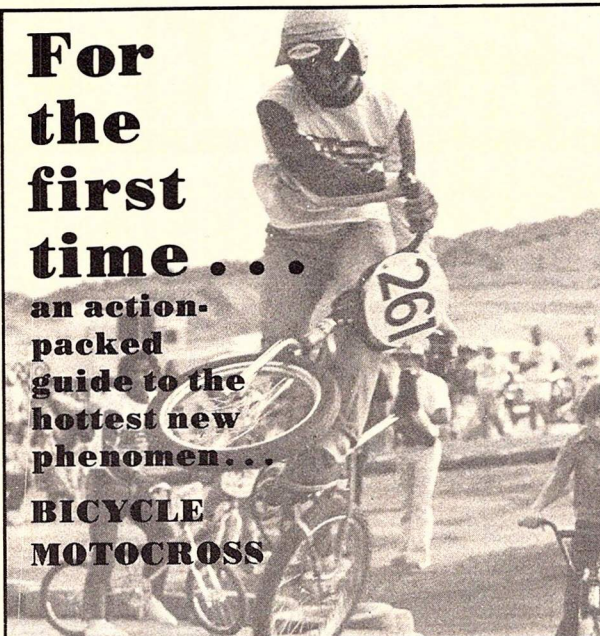
John Asbjorn Karlsen (The Husky Kid)
Pacific Palisades, California

(Husky only had 50 copies of that particular shirt made up and those went fast. Perhaps they would consider making more if there was enough of a demand. Try writing them at: Husqvarna Motorcycles, Dept. MXA, 4925 Mercury Street, San Diego, California 92111.)

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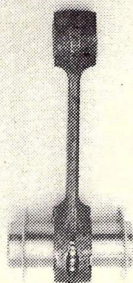
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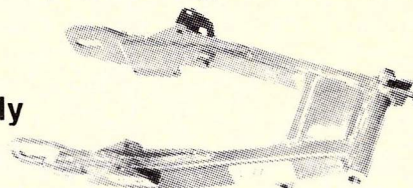
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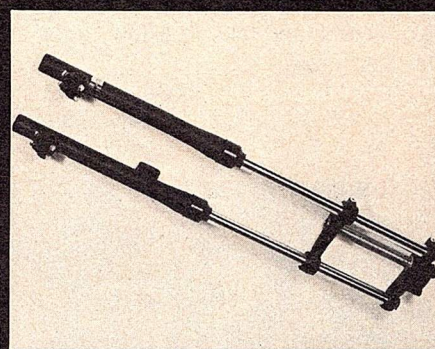
Tricks From The Trade



HOLD IT!

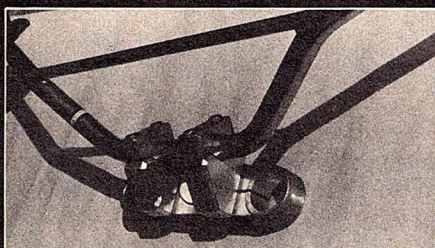
Ever try to hold 12 spacers, four gears and two bearings in place on your Bamboozle 400 as you were assembling the cases back together for the fourth time? Tough, huh? Well, with Ultrachem Assembly Fluid #1 you need no longer fear for the whereabouts of those ball bearings you let slip in the engine during reassembly. The super-

tacky assembly fluid holds those small engine parts in place during reassembly. Compatible with both synthetic and petroleum lubricants, it is available in tube or tub sizes. For more information, try your local auto parts store or contact Ultrachem Inc., Dept. MXA, 1400 North Walnut Street, Wilmington, Delaware 19899.



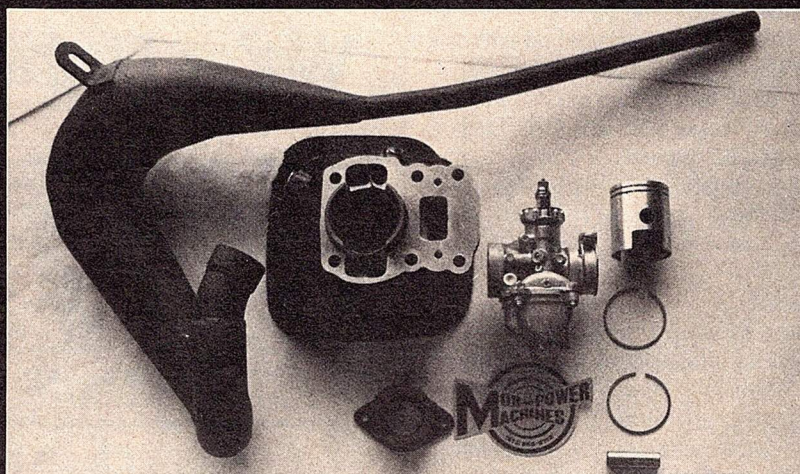
LEADING AXLE MINI-BETORS

Forward axle 28mm Betor mini motocross forks with forged aluminum triple clamps are now available from DG Performance Specialties. Complete with chrome vanadium springs guaranteed not to sag. The forks weigh in at less than 15 pounds, with fork travel right at seven inches. Optional air valves for conversion to air forks are an added feature of the DG Betor forks. Forks and triple clamps are a simple bolt-on procedure for RM80s, YZ80s and Honda XR75s. For further information contact DG Performance Specialties, 5552 La Palma Avenue, Dept. MXA, Anaheim, California 92806; (714) 996-4430.



BRING BARS BACK

Handlebars, that is. Used to be that if you wanted to change fork oil or adjust the tubes in your bike, removal of the handlebars was necessary. With the advent of air forks, some of the major bike builders, notably Husky and Yamaha, started incorporating angled bar mounts to make servicing the forks easier. Well, now you can give your steed that factory look with bar-backs from Grand Prix Specialties. Available for Suzuki, Marzocchi and most other conventional forks, they simply bolt on, allowing easy servicing of the forks. Retail price is \$19.95, and they are available from Grand Prix Specialties, 11476 Oxnard, Dept. MXA, N. Hollywood, California 91606; (213) 985-1272.



MOR-POWER TO YOU

In the stepped-down world of mini racing, this year's mini 50 is next year's hopped-up 80. There is only so much power to be had out of a tiny 50cc engine, but try to convince Junior of that. If more power is what he wants, then maybe a Mor-Power Kit is what he needs. If money is an object (who objects to money?), you might want to try their modifications to Suzuki's existing RM50 engine, but if

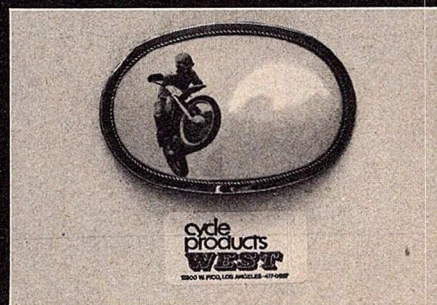
bucks are no problem you can dial in your bike and your pocketbook with the equipment shown here: pipe, cylinder, carb, manifold, piston, rings, etc. Mor-Power offers an extensive list of mini-bike modifications and specializes in getting more out of minis than most (sorry about that). For more information contact Mor-Power Machines, 12143 Studebaker Rd., Dept. MXA, Norwalk, California 90650; (213) 864-5214.



HATS OFF TO ROGER

Five World Championships is quite an accomplishment, and Stonehouse, "Makers of the famous Hot Hats," has released a commemorative hat honoring Roger DeCoster's five World Championship wins. The hat is completely adjustable and comes with

a Swiss embroidered patch on the front that Roger himself helped design. Available through your local dealer, or contact Stonehouse, P.O. Box 27, Dept. MXA, Corona, California 91720. The hat goes for \$5 or you can get the emblem alone for \$2.



BUCKLE UP BUCK-A-ROO

Remember when cross-ups were the vogue? With the get-down serious racing that goes on today, it seems you don't see the radical antics that the RD himself made famous. Rekindle old memories with this unusual MX belt buckle from Cycle Products West. It shows a rider all crossed up on his BSA-Cheney (how's that for old memories?) against a sunset background. The buckle will fit belts up to 1 3/4 inches wide and sells for \$5.99. Go out and have a clicker on us for old times' sake. To order, contact Cycle Products West, Dept. MXA, 11900 W. Pico Blvd., Los Angeles, California; (213) 477-0997.



HANDS OFF

Keep your hands safe and protected with these new ScotPro Hand-Gards like Jody Wise-O here. Impact-resistant, lightweight plastic is used in the construction of the Hand-Gards, using a patented attachment method. The Gards keep hands nice and snug and protected from the elements, as well as keeping levers, grips and cables safe from damage. If your hands have been taking a beating or if you just want something different next time you line up at the starting line, check them out. Available from your local dealer or write Scott Design, 17385 Colina Vista, Dept. MXA, Milwaukie, Oregon 97222; (503) 645-6625.



HOT SHOE

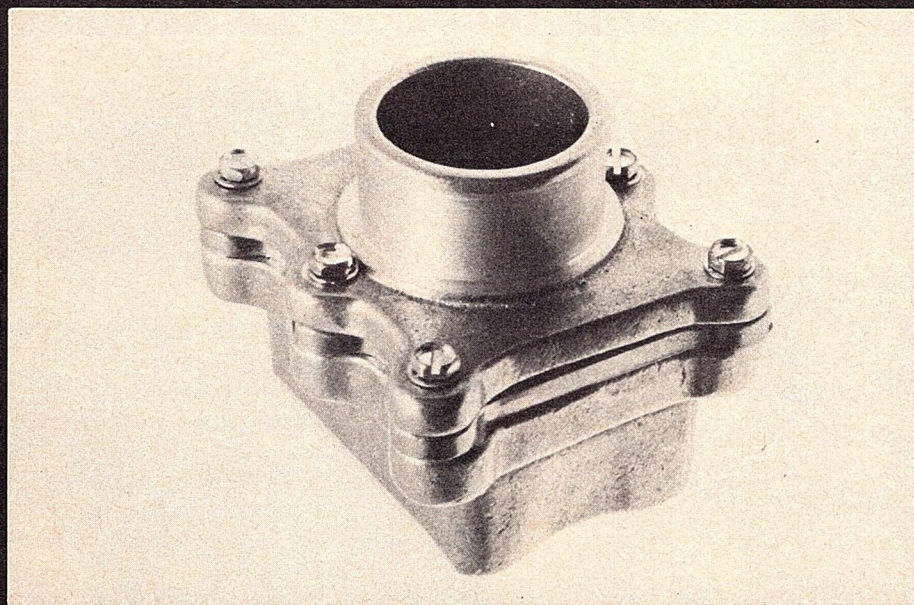
These stylish booties are now available for riders and spectators who desire the finest in fashion footwear. Stitched in soft glove leather inside and out, they feature fully insulated and padded insoles with heavy-duty gum rubber treads for roosting in the pits. Available in either men's or ladies' sizes, they can be found at your friendly neighborhood dealer's, or write Malcolm Smith Products, Dept. MXA, 888 Marlborough, Riverside, California 92507; (714) 686-1006.



PRIMO SEAT-TOO

Wasn't he the recently deposed leader of a Southeast Asian country? Naw, must have been somebody else; anyway, here is the top-of-the-line, deluxe-about-town swivel chair for your cross-country cruiser. Known as the Calmax Seat, it has all the deluxe features your bun-rester hasn't. Orthopedically contoured, it reclines through ten stages for maximum comfort. It features retractable arms, full seat rotation and height adjustment, making it the Cadillac of the van seat set. Available for 1969-77 Fords, 1971-77 Chevrolets and 1971-77 Dodges. Seats come in a variety of colors and retail for \$155 each including pedestal. To order, or for a 32-page catalog (\$1), send to: T&H Van Works, 7833 Canoga Avenue, Dept. MXA, Canoga Park, California 91304.

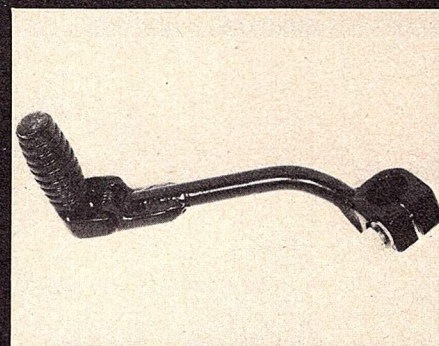
Tricks From The Trade



BUILT-TO-GO REED

If you think your Built-to-go (translate Bultaco) could use a wider powerband, then G.E.M. Products makes a V-12 reed induction kit for the latest Bultaco models. Installation of this kit is supposed to improve low and mid-range performance as well as peak power. The reed shown is for the new 250s

using either stock Bing or Amal carbs. All kits include complete installation instructions and necessary hardware and retail for \$44.95. For further information contact G.E.M. Products, 496 E. St. Charles Rd., Dept. MXA, Carol Stream, Illinois 60187; (312) 653-1800.



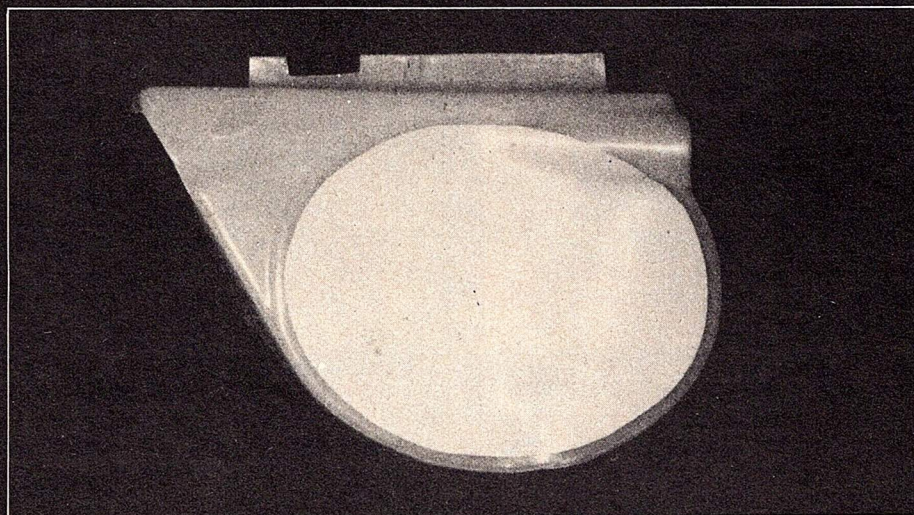
SHAFTED BY YOUR SHIFTER

Many is the race that has been lost by a broken or bent shift shaft or lever. Malcolm Smith Racing Products has come up with universal "Weld-on" shift and brake lever tips. The folding tips are designed to be welded on three sides for maximum strength, and simply fold over rather than bend, should you decide to exit the turn before your bike. The folding shift lever tip is part #68-300 and the brake lever tip is part #68-310; both retail for \$10.95. Available from any dealer stocking Malcolm Smith Racing Products, or from Malcolm himself at Dept. MXA, 888 Marlborough, Riverside, California 92507; (714) 686-1006.



FILTHY FILTER?

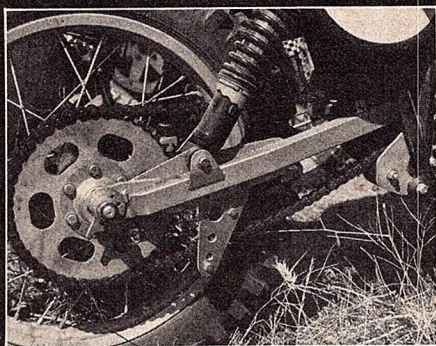
Filthy filters have recently been linked to filthy minds and can lead to a loss of self-consciousness should old paint seize up on you in protest. Avoid this embarrassing and painful predicament by cleaning and oiling your filter before each race. K&N offers a large, economical 16-ounce size of their popular filter oil. The new 16-ounce can retails for \$3.25 and should provide a season's worth of oil changes for your thirsty filter. Recommended for use in all K&N filters, it can also be used on the other popular makes of filters as well. Available from your dealer or write K&N Engineering, Inc., P.O. Box 1329, Dept. MXA, Riverside, California 92503.



WORKS PLATES

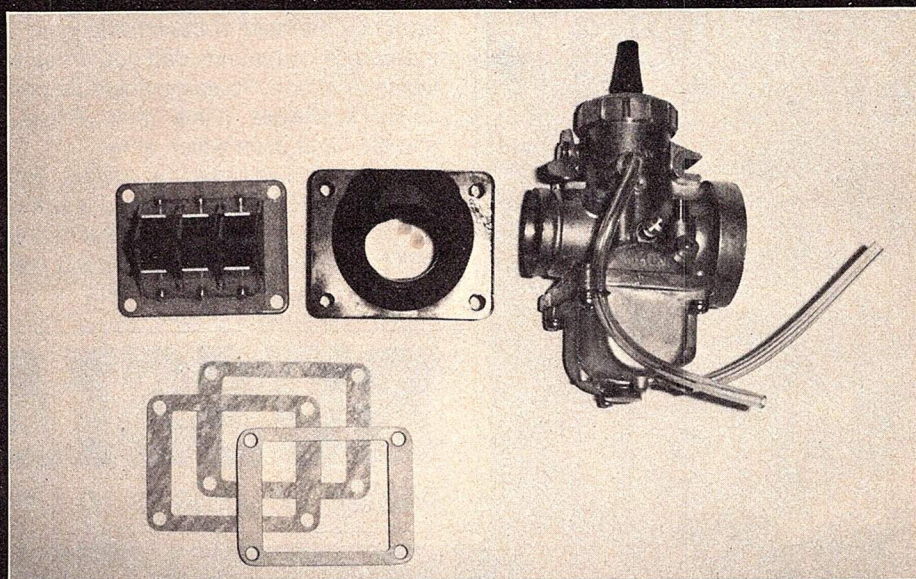
Oi' sly Al Baker has come up with another hot item. These were originally designed as "works" side number plates for RM Suzukis and YZD Yamahas. Al came by the office one day and threw one at us. Boy, were we surprised as first it sailed down the hallway, bounced off a passing secretary, flew into our office, hit Dick, rebounded off Jody and landed on Dennis' desk. We told Al he had

something there, and should immediately try to market the plates as "works" Frisbees. Al insists on marketing them as "works" number plates, which they work out fine as, but just look at the marketplace you're missing, Al. Specify either right or left number plates when ordering. Retail price is \$9.95. Contact Al Baker R&D, Dept. MXA, P.O. Box 1492, Apple Valley, California 92307.



WHO KNOWS THE ANSWER?

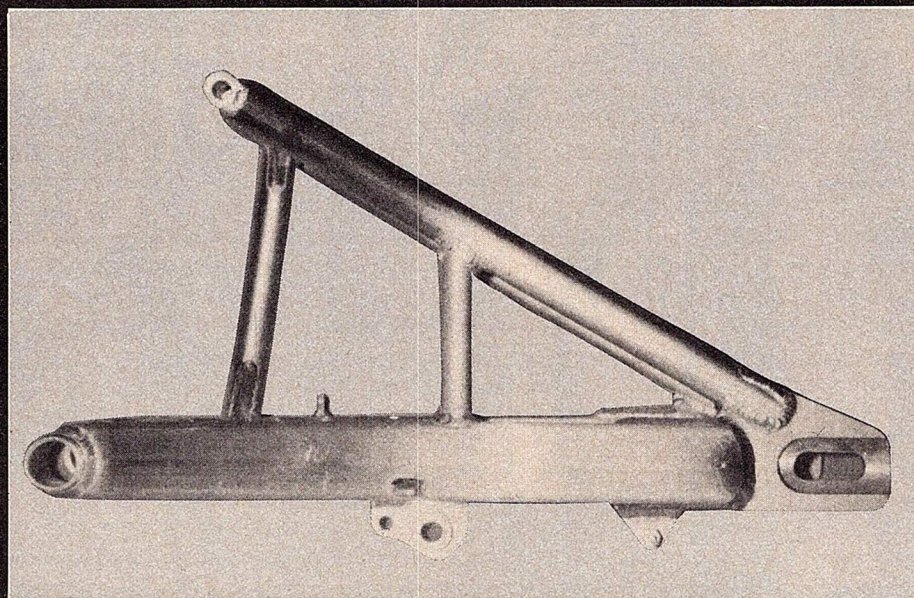
Well, Answer Products think they have the answer when it comes to swingarm fabrication. They have just come up with a 4130 chrome moly swingarm for Can-Am MX-3s, MX-2s and Can-Am Qualifiers. The swingarms use 14.5-inch shocks instead of the 16.5-inches found on the standard bikes. The new swingarm-shock positioning is supposed to improve rear wheel contact for better traction and stability through the rough stuff. The swingarm is also lighter than stock and super-strong. If you've any questions, contact Answer Products, Inc., Dept. MXA, 11555 Amanda Dr., Studio City, California 91604.



YZ125 SIX-PETAL REED SETUP

If stock isn't fast enough for you, then you might be interested in Cycle Products West's six-petal reed setup for the YZ125. The kit consists of a 34mm Mikuni carb, a six-petal reed, a manifold and a snail pipe. Some port work is also needed, so you have to send them your head and cylinder. On this particular kit they machine

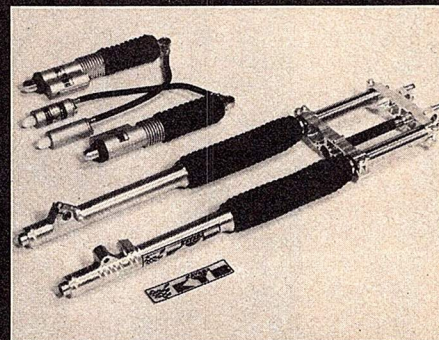
30-thousandths off the head and reshape the combustion chamber on a 17-degree angle. For more information on the complete price of the kit or the separate components, write: Cycle Products West R&D, Dept. MXA, 11900 West Pico Boulevard, West Los Angeles, California 90064; (213) 477-0997.



BROC GLOVER SWINGARM

Specially manufactured by Al Baker R&D, these aluminum swingarms are endorsed by Battling Broc himself. The super-light anti-flex design is supposed to eliminate the chain-throwing problems the mono-bouncers have had. The arm comes with lifetime bushings and weighs in at six pounds,

one ounce. Utilizing the stock tensioner, axle and adjusters keeps you from springing for those also. Retail price is \$159.95 and dealer inquiries are invited. For more info contact Al Baker R&D, Dept. MXA, P.O. Box 1492, Apple Valley, California 92307; (714) 247-2621.



WORKS FORKS AND SHOCKS

DG Performance Specialties has just been named the distributor for KYB-Kayaba's new "works" air-spring forks and air shocks. The new forks have a full ten inches of travel with four damping adjustments available, enabling you to dial in your bike's suspension requirements. The forks go for \$380 with the triple clamps or \$270 without the clamps and are available for all popular motocross makes. Shocks are available in 13.75-14.50-15.50 eye-to-eye lengths and go for \$225 for a complete set. You can order yours from DG Performance Specialties, Dept. MXA, 1170 Van Horne, Anaheim, California 92806; (714) 630-5471.

250 WORLD CHAMPIONSH

□ The mere mention of Hawkstone Park to a member of the international motocross community can guarantee a violent reaction. To some riders, such as Heikki Mikkola, it is a "real" circuit, and the ideal upon which other designers should base their tracks. To others, it is too rough, too long and too dusty. After this year's 250 GP it might well be too long and too rough, but the organizing Salop Club was firmly

resolved that it wouldn't be too dusty, and thanks to the attentions of a non-stop stream of waste tankers, there was insufficient dust to warrant mention throughout a bone-dry two days of practicing and racing.

With a good circuit, plenty of lively sponsorship to give the event a touch of flavor, and cool, dry conditions which made things ideal for spectators, one might have expected a classic

RUSSIANS DOMI

Moiseev cruises to title

By Frank Melling



15,000 fans hoped for a British victory, but no one can stop the wild-riding Russians, Moiseev and Kavinov.

IP

meeting to follow. Sadly, what the whole of the 250cc series lacked, and continues to lack, is someone, or something, to catch the spirit of motocross. Go to a 500cc GP and you can cut the atmosphere into slices, so tense is it. Wolsink and Lackey wander around the paddock, the legendary DeCoster talks to his mechanic, Bengt Aberg warms up his four-stroke Yamaha. Fabulous stuff! You can hear the "oohs" and "ahs" of the fans five miles away.

Then wander around a 250cc GP,

and without any conscious effort, a comparison becomes inevitable. The two top contenders, the Russians Guenady Moiseev and Vladimir Kavinov, just refuse to talk to the press at all. If they won't talk to journalists, then the average fan-in-the-street has got no chance. After much effort, a surly member of the KTM team grunted to Moiseev and in reply to my question as to what were the Russians' other interests besides racing, said, "He like fishing." Just the sort of expose on which to base a fascinating article.

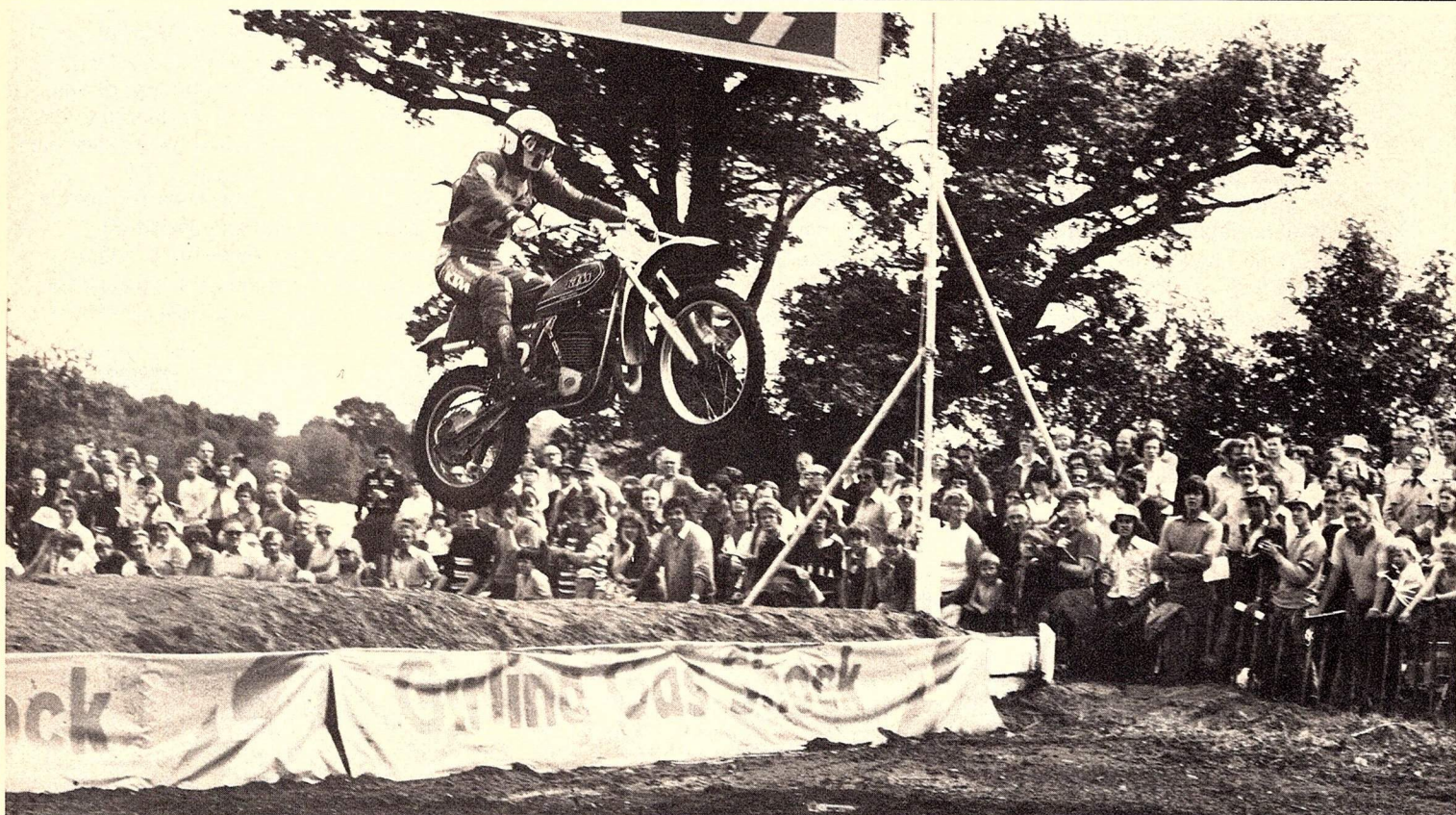
This is not to decry either Moiseev's or Kavinov's abilities as racers. Make no mistake, once they are out on the track, either of the two Russians can put on a display of motocross which stands comparison with that of any rider in the world. Unfortunately, there is more to world class motocross than being able to ride well.

After the two Russians the field is wide open, with any one of 20 competent but uninspiring riders capable of producing a result. Last year, the battle was between Heikki

NATE HAWKSTONE PARK



HAWKSTONE PARK



The hard-as-nails Russian Guenady Moiseev prepares to take another beating.



Graham Noyce talks with Girling Shocks' chief designer Danny O'Ryan. Graham would rather have stayed in bed than race the 250s.



A Grand Prix tradition is the weigh-in. In America it comes in pounds, in Europe they call them kilos. Kawasaki was only four kg over the limit.

Mikkola and Moiseev, which enlivened the series, although things were not helped by Mikkola repeatedly telling everyone he was only riding a 250 because he couldn't do the 500 GPs. This year, it was inevitable that since Moiseev and Kavinov had the best bikes in the world, and they were patently the best riders, one of them would win the World Championship — and such an inevitability does not make for good racing. For example, Moiseev came to Hawkstone with 163 points, Kavinov with 143 and Malherbe, one-time hot-shoe in the 125cc class, followed in third place with 99 points. That is inevitability!

1975 World Champion Harry Everts was struggling on his Bultaco. In half a dozen practice starts running against

the young French rider, Jean-Jacques Bruno, Everts' factory Bultaco lost out about half the time to the Frenchman's production KTM. A depressing thought for one of the best riders in the 250cc series.

Although going on record as saying he had no interest in the 250s, Britain's very own rocket ship, Graham Noyce, eventually bowed to factory pressure and made an appearance. Noyce was not eligible to score points, being a 500cc-graded rider, but he could put on a dynamic show for the home crowd and also give Maico some sort of boost. The West German factory had all their hopes pinned on Hans Maisch, son of the factory's owner and a very competitive rider.

Much of the interest in the pits

centered on the CZ team and Jaroslav Falta, a favorite of the British fans because of his all-action riding style. The poor Czech has never regained his 1974 style, and the speed of the CZs is now questionable, despite the addition of Marzocchi front forks and Mikuni carburetors, changes which would never have been allowed even three years ago.

With the track in superb condition, and 15,000 fans lining the sides, the starting gate dropped and Jean-Jacques Bruno showed that his private KTM had the power to hold off all the works bikes. He remained in the lead until the end of the first lap, by which time Moiseev had eased past, giving a superb display of aggressive motocross riding.

Meanwhile, teammate Kavinov had not been having such a happy time and had been caught up in the melee heading for the first corner, coming out of it in ninth place. The young Russian screwed his KTM to the limit and startled some of the more experienced GP riders with his passing tactics, which were, to say the least, unconventional.

After ten minutes, the two Russians were together and neither was giving way to the other. Side by side they battled it out, Kavinov apparently desperate to consolidate his second place and give himself some slim chance of the championship, and Moiseev obviously wanting to confirm his already strong lead.

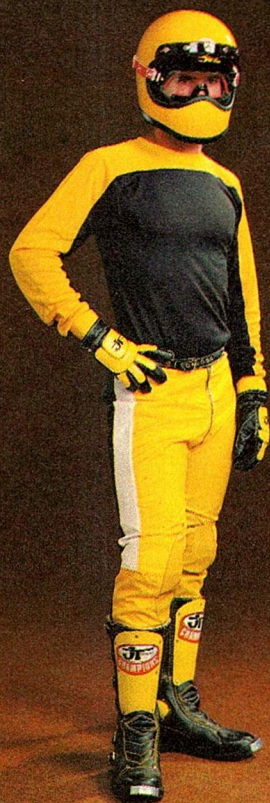
At one stage, Kavinov squeezed ahead and stayed there for a while, thanks largely to his flat-out descents on Hawkstone's formidable hill. These consisted of keeping the throttle wide open and ricocheting from hole to hole. In the end, the demonstration was curtailed by their team manager, who ordered the battle to stop, no doubt worrying about the very real chance of both riders wiping themselves out.

Meanwhile, there were other competitors at the meeting as well, but they were so far behind that their race could effectively be considered as a separate event. Best of the "alternative society" was Jean-Jacques Bruno, who had a good ride to take a comfortable third from Belgian Jean Paul Mingels on his Montesa. Harry Everts, showing lots of ability but still struggling, came in fifth, with CZ's



A surprising Jean-Jacques Bruno took his private KTM to second overall. Remember the name.

Continued on page 67



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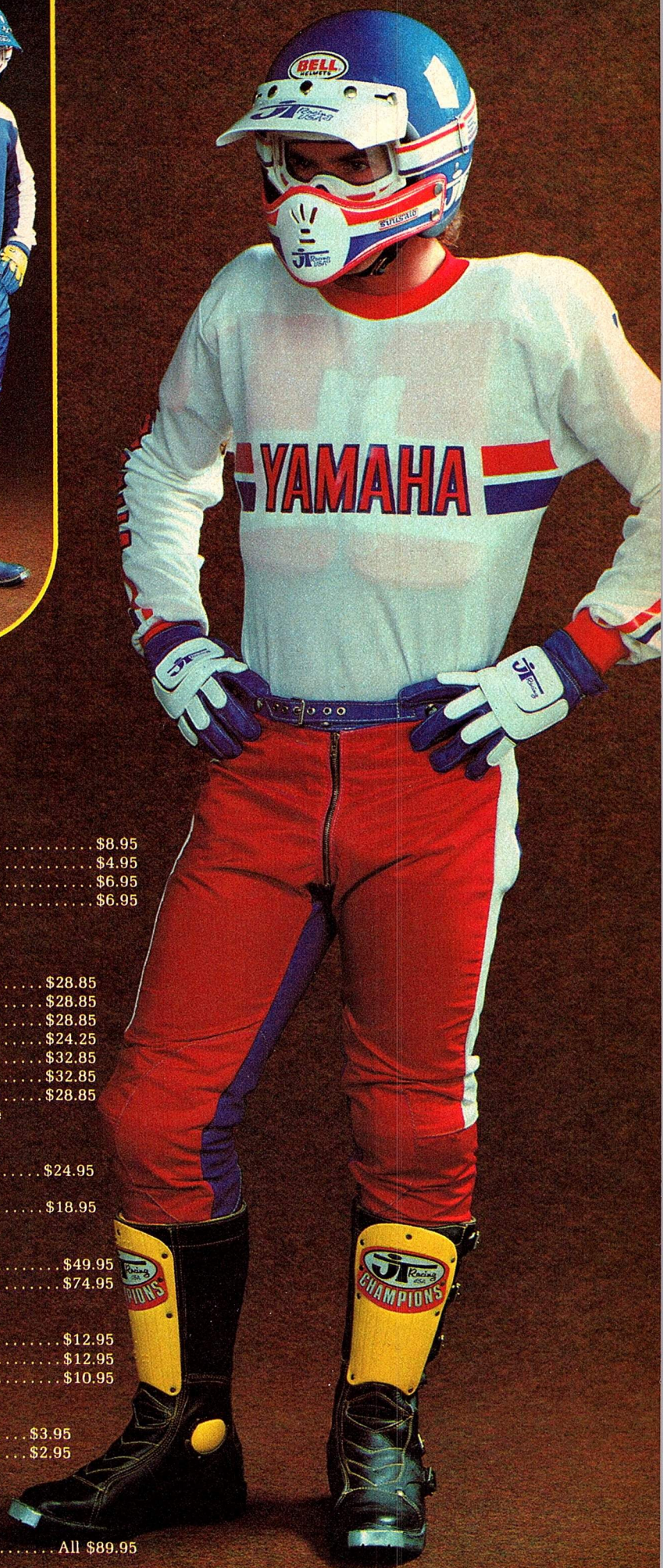
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MOTOCROSS & TROPHÉE DES NATIONS WARS OF THE



IS WORLD

Belgium dominates but guess
who's coming

By Harry van Hemmen



Motocross des Nations — Cognac, France

□ The American motocross team of Gary Semics, Steve Stackable, Tony DiStefano and Kent Howerton covered themselves in glory after finishing second to the all-conquering Belgians at the Motocross des Nations at Cognac, near Bordeaux, in the south of France. The American youngsters surprised the European crowd with their skill and determination. The fast Americans finished 16 points adrift of the winners and only two points above Britain in third spot. Tony DiStefano clinched a solid third in the first moto.

After building up a commanding lead in the first moto, which was won by Sweden's Hakan Andersson, the Belgian team of Roger DeCoster, Andre Malherbe, Jaak van Velthoven and Jean Paul Mingels coasted in the second race, which was won by British champion Graham Noyce. For the first time, the FIM used a new qualifying system on Saturday, which meant that the fastest times of the three fastest riders on each team were added together, with only seven teams, including the title-holders, Belgium, allowed on the start line on Sunday. The pace was fast and furious in timed practice. After the dust had settled, Holland, Denmark, Finland, Norway and Switzerland did not qualify and raced in a special non-qualifiers' race between the main events.

The sun was scorching down on the 25,000 French spectators assembled around the stony and dusty switchback Cognac track as the riders came to the line to start the first race. However, there was total confusion as the gate dropped when an official walked across the track in front of the roaring pack. DeCoster, Noyce and Weil only just avoided the terrified man, who scuttled to hide behind a pile of straw bales. Belgian ace Mingels (Montesa) led the first five laps but came under increasing pressure from Sweden's Hakan Andersson, also Montesa-mounted. Hakan took the lead

WARS OF THE WORLD

on lap eight, with Noyce third after a poor start, Malherbe fourth and van Velthoven fifth. The American team looked very dangerous with DiStefano — riding the injured Gerrit Wolsink's bike — seventh, Steve Stackable — riding a new Maico — eighth and Kent Howerton 15th.

West Germany did not fare so well, with Adolf Weil pulling in to replace a broken brake lever after a tumble and Herbert Schmitz pulling in to replace yet another broken wheel. The Swedish riders were also having front wheel problems on the tortuous course, and Torleif Hansen (Kawasaki) and Hakan Carlqvist (Husqvarna) lost valuable time changing wheels.

Disaster struck Britain on lap 13 when Noyce, who had passed Mingels on the previous lap and was catching Andersson in the lead, became a

victim of the track and had to replace a broken front wheel on his Maico. Noyce's teammate Neil Hudson had lost a lap changing a collapsed front wheel in the beginning of the race. Andersson completed the race an easy winner, with Malherbe second, DiStefano third, surprising Italian Franco Picco (Villa) fourth after a splendid start, van Velthoven fifth, Stackable sixth despite a tumble toward the end, Howerton tenth and Semics 17th.

At the start of the second moto Belgium led the U.S.A. by a mere five points. To the delight of the French crowd, Daniel Pean (Maico) led the second race with Noyce snapping at his heels. West German Fritz Kobele crashed at the start and was taken to the hospital with a cut face. The Belgians were not so well placed as in

the first race, but were under no threat from the Americans, who were not finding the going so easy. Howerton pulled in and out with gearbox trouble on his Husky and DiStefano was best American in sixth spot.

However, the race belonged to Britain, and Noyce silenced the patriotic French crowd by snatching the lead from Pean on the seventh lap. He also received excellent support from Hudson (Maico) and John Banks (CCM), who were battling through the field in eighth and tenth positions. Former World Champion DeCoster was struggling down in 16th place after another bad start, but he began to pick up places behind teammates van Velthoven and Malherbe to ensure the overall Belgian victory. Noyce continued to dominate at the front and took the flag despite a dreadful front



Jean Paul Mingels grabs the holeshot in Cognac, France. Tall Texan Steve Stackable (12) knows a hot line when he sees it and follows in Mingels' roost.

wheel landing two laps from the finish. Jean-Jacques Bruno overcame French teammate Pean to capture second place at the finish, with first-race winner Andersson following suit to finish third. Malherbe was fifth, with Hudson and Banks finishing sixth and seventh to ensure Britain of a second-race victory. However, with DeCoster 11th and van Velthoven one place behind, Belgium was assured of their overall seventh success over the Americans, who just held a two-point advantage over Britain with Stackable tenth, DiStefano 13th after a crash and Semics 16th.

World Champion Heikki Mikkola missed the Motocross des Nations, while the Russians and the Czechs were off racing in Cuba. Dutchman Peter Herlings (Maico) led the non-qualifiers' race from the first lap to



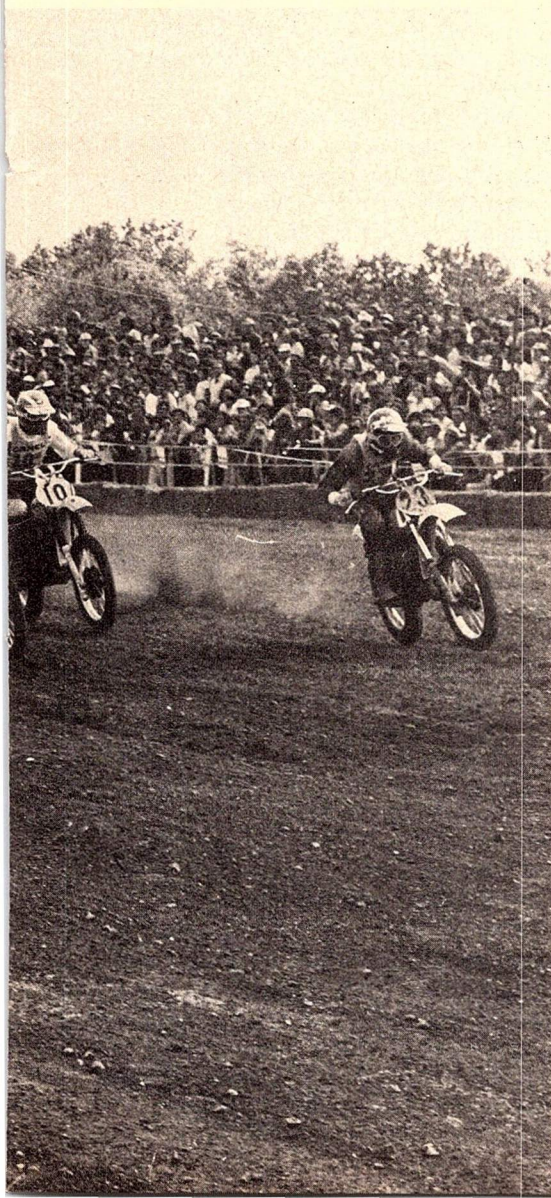
Kent Howerton discusses problems with his mechanic, Eric Crippa, while his wife Jill keeps an eye peeled for the Eiffel Tower.



The all-conquering Belgian team. They left no doubts about who was best. The team is DeCoster, Malherbe, Mingels and van Velthoven.



The almost all-conquering United States motocross team — Gary Semics, Kent Howerton, Steve Stackable and Tony DiStefano.



WARS OF THE WORLD



Roger DeCoster leads a parade down a cobby-looking French hill.

the finish. His team won with Frans Sigmans fourth, Math Hensen tenth and Toon Karsmakers (Pierre's brother) 18th after a puncture.

OFFICIAL RESULTS:

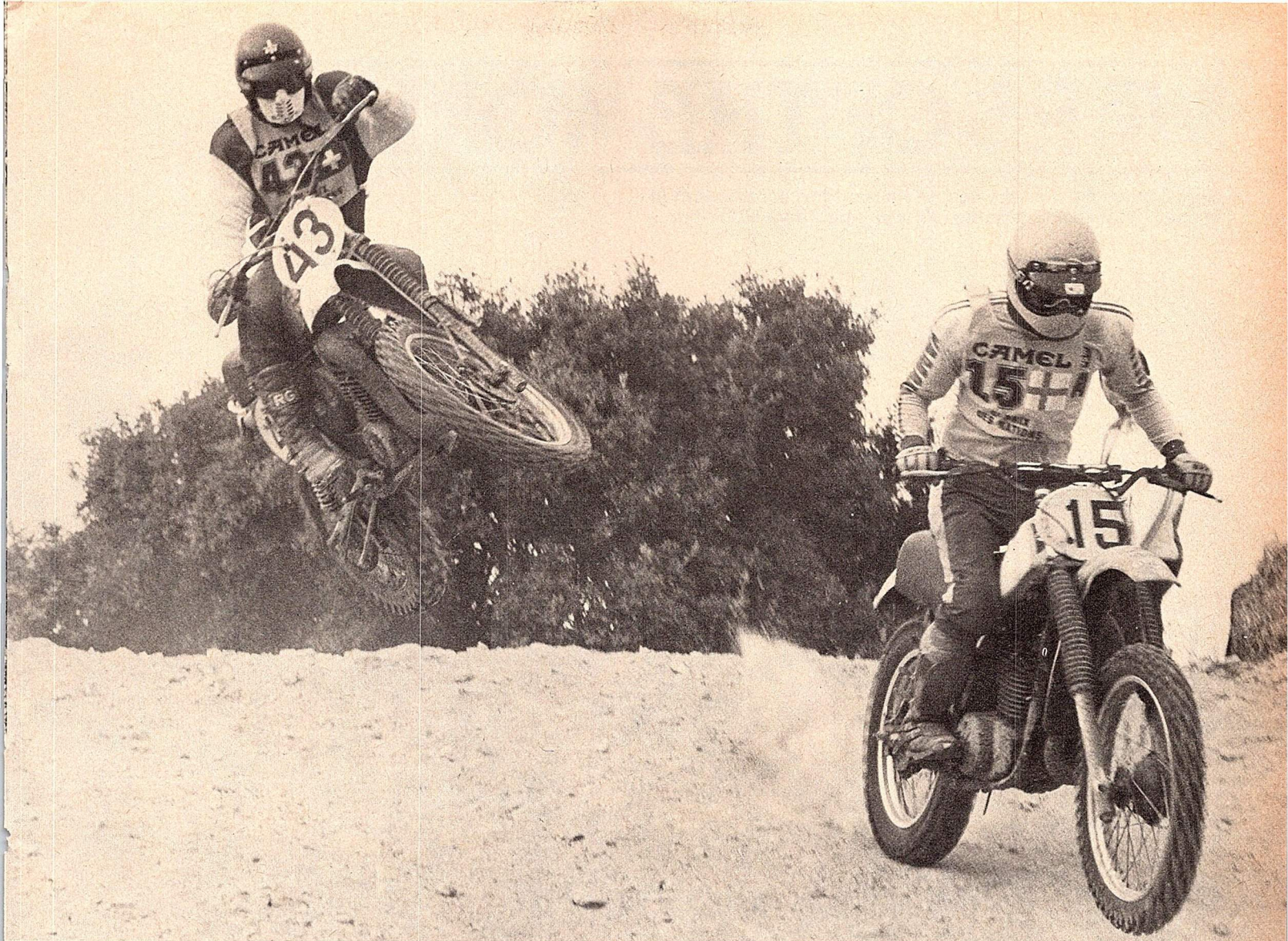
1. Belgium	42
2. U.S.A.	58
3. Great Britain	60
4. Sweden	73
5. France	74
6. Italy	76
7. West Germany	101

Trophee des Nations — Markelo, Holland

Former World Champion Roger DeCoster led his Belgian team to their ninth successive 250cc Trophee des Nations victory at Markelo, Holland. DeCoster dominated both motos, helping teammates Jaak van Velthoven, Harry Everts and Andre Malherbe to a 17-point victory over Sweden.

After their brilliant showing the previous week in the Motocross des Nations, the American team did not fare so well and only finished fourth, 16 points adrift of Britain in third spot. American Gary Semics led the first moto, but was soon overhauled by Dutch 125 star Gerard Rond. Steve Stackable held on to third with Andre Malherbe fourth. Everts and Finland's Tapi Pikkariainen led DeCoster, who was already menacing in seventh place. One lap later Roger was up into fourth place, while Stackable started to slip away from the leading group. British champion Graham Noyce was making tremendous progress through the field after a bad start. Rond held on to his lead, much to the delight of the home crowd, but behind him DeCoster was beginning to look very dangerous. On lap five Roger passed teammate Malherbe to capture the runner-up position and set off after Rond. Semics retired with a broken piston ring and Stackable, unused to riding in the thick Dutch sand, started to fade.

Suddenly on lap seven the whole pattern changed when Rond crashed when he got crossed up on a downhill jump and DeCoster swooped into the lead. The young Dutchman struggled to his feet and held on to second place, just in front of Malherbe, Everts, Noyce and van Velthoven. One lap later

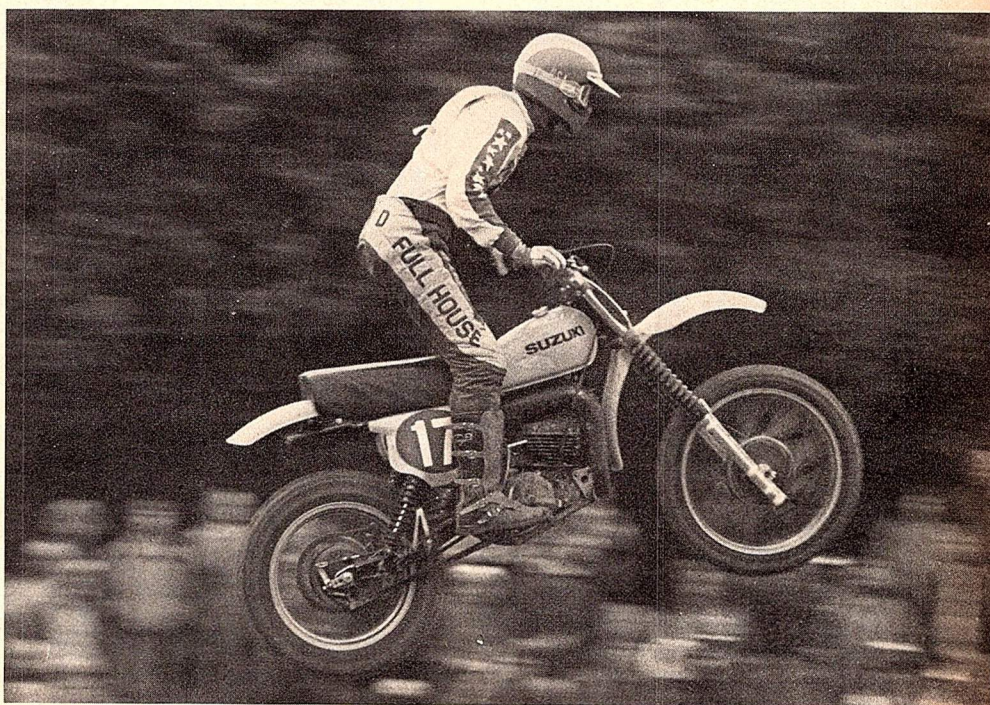


The American influence definitely touched the Swiss, as Kalberer shows the crowd a trick that Husky rider Kent Howerton taught him.

Malherbe dropped from the fray with a broken gearbox on his KTM (Russian Ovchinnikov's GP bike), and DeCoster started to pull out a lead at the front.

Three laps later Rond ruined both his own and Holland's chances of success when he crashed his Yamaha in the sand again. He remounted but was too far down the field to make any impression on the results. DeCoster took the checkered flag, with teammate Everts second and Noyce third. Van Velthoven was fourth, with Sweden's Hakan Carlqvist fifth. Dutchman Peter Herlings, 20th after the first lap, just held off Torleif Hansen, although Peter nearly shut off too early. Another Swede, Hakan Andersson, finished eighth, while Dieffenbach and Neil Hudson completed the leaderboard.

Steve Stackable dropped from seventh to 16th position when he crashed on lap ten. Howerton started in eighth position but finished only 21st.



Gerrit Wolsink lent Tony D. his own bike for the Trophee des Nations.

WARS OF THE WORLD

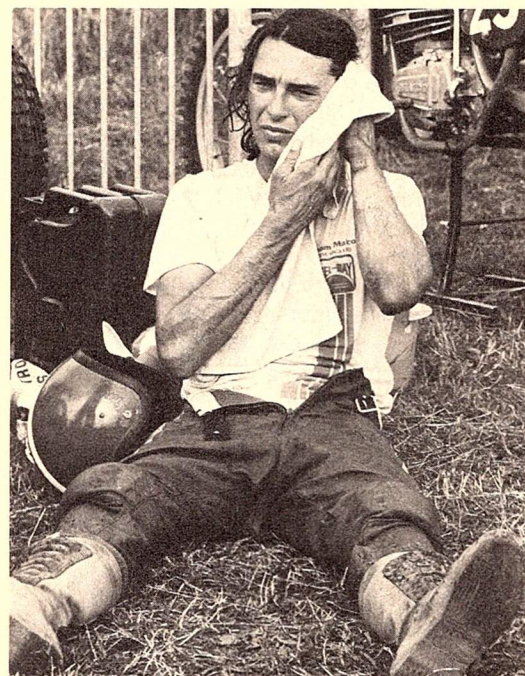
Gary Semics smoked the best in the world to the first turn in Markelo, Holland. Stackable (20) was right there with him.



Roger DeCoster swept both motos in Holland. It brought a little sunshine to a rainy year.



Injured Gerrit Wolsink had to sit out the races, while Gerard Rond took over as highest-placed Dutchman.



Steve Stackable was born in Europe, but he didn't feel at home away from Austin, Texas.



Gary Semics dreams of a Big Mac and an order of fries, or, as they are known in France, pomme frites.

Tony DiStefano worked himself up from 18th place after the first lap to 11th place.

DeCoster led the second moto from start to finish, but there was plenty of drama and excitement behind him. Rond made an excellent start again and held on to second place despite the constant attacks by Andersson. Noyce made a better start and was sixth at the end of the first lap behind Everts and Mayes. Noyce soon passed Everts and set off after Andersson, but Britain's chances slumped when Mayes' chain broke and he had to push back to the pits. Rond hit the dirt once again when his Yamaha crashed with a rear wheel puncture.

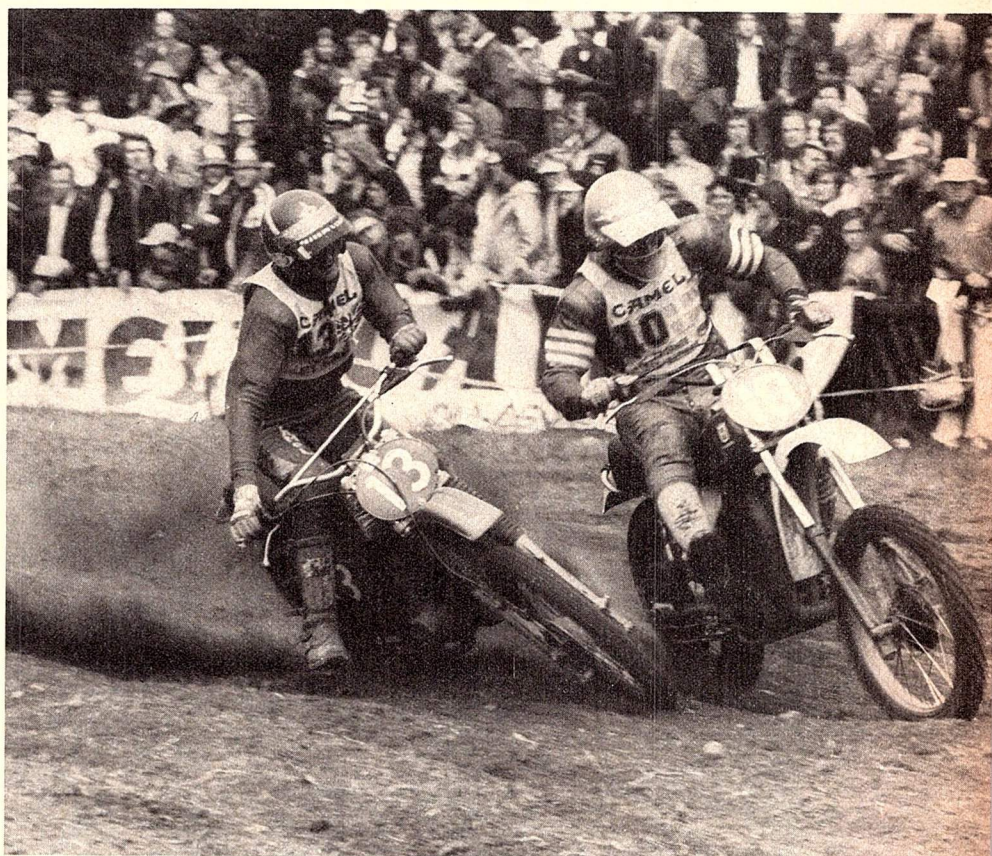
Noyce then slipped past Andersson to race into second place, although the flying Swede held gamely on to the British champion. Young Dutchman Peter Herlings was making sensational progress through the field, and started to challenge Andersson after being well down in 16th position at the end of the first lap. Then, with the runner-up spot in his grasp, Noyce was relegated to the back of the field when he caught a whoopie wrong and crashed through the ropes, breaking down marker posts in the process. He lost almost a lap getting himself organized and straightening a bent gear pedal.

However, any thoughts Andersson had of an easy ride in second place were dispelled when Herlings raced into the runner-up position (17 seconds behind DeCoster), where he stayed until the checkered flag.

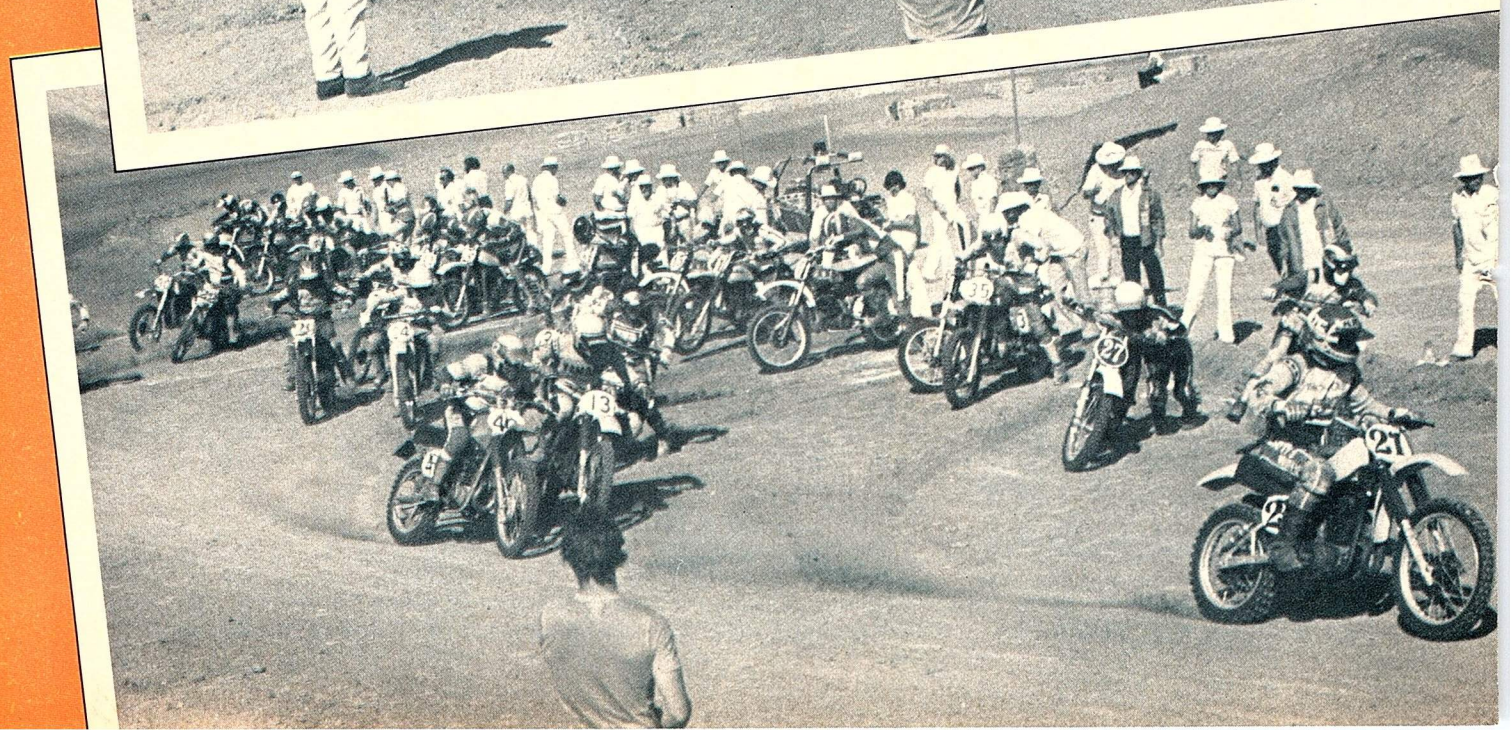
Hakan Andersson held on to third place in front of van Velthoven and Hansen. Everts assured Belgium of overall victory, despite a twisted leg, by finishing sixth, while Carlqvist did a similar job for runners-up Sweden by finishing seventh. Hudson was eighth in front of top American Tony DiStefano and Andre Malherbe. Tony D. worked himself up after a crash in the first corner to 25th after one lap. Howerton was then 22nd, Stackable 20th and Semics 15th. With Wolsink's knee still in plaster, Tony DiStefano raced his works Suzuki.

OFFICIAL RESULTS:

1. Belgium	18
2. Sweden	35
3. Great Britain	59
4. U.S.A.	75
5. Holland	76
6. Denmark	12
7. France	16
8. Italy	32
9. Norway	37
10. Ireland	51
11. Switzerland	20



Britain's Graham Noyce forces Swede Hakan Carlqvist to do a little high stepping during the second moto of the Trophee des Nations.



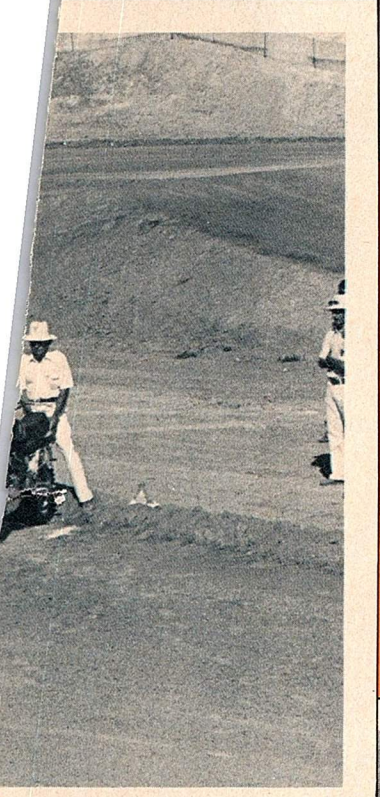


COMPETITION


S&W/Monroe Motorcycle Olympiad

Howerton wins sexathlon

By Jody Weisel



□ Bruce Jenner was sitting on a picnic table overlooking the expansive Saddleback Park layout. Bruce, the Olympic Decathlon Champion, turned and asked what I thought of the Olympiad. If that question had been asked anywhere else in the world, at any other time, I might have said that I love the track and field, but am bored directly to the refrigerator by figure skating. But this was a totally unusual set of circumstances, for spread out directly below us were 30 top-flight motorcycle racers preparing to find out who was the fastest of the fast. The Grand National circuit offered up Crazy David Aldana, Li'l John Hateley, Rick Hocking and Jim Rice. The Six Days and enduro buffs would have enjoyed seeing their best at speed: Dick Burleson, Malcolm Smith, Mike Hannon, John Fero, Chris Carter, the Pentons, Bill Uhl and Carl Cranke. The desert racers were represented by Larry Roeseler and Cordis Brooks. Off-road racing sent Al Baker and his booming Honda four-stroke. Speedway was represented by Mike Bast and Jim Fishback. Trials riders had their hopes riding with Montesa's Mike Griffiths, while the women had a lone rider in TT specialist Diane Cox.



They should have stood in bed! Although an occasional star from one of these minority sports won an event or placed high, they were swept off the track by one type of rider. What type of rider, you asked? You didn't! Well, it isn't necessary, since we all know that the best all-around riders in the world are motocrossers. People who spend their whole life going to the left, like Grand National and speedway riders, aren't going to know what to do when faced with a horrifying right-hand turn. Granted, the desert racers had a good shot at the drag race, largely because there were no turns in that race. It takes a desert racer two miles to turn left and the whole Baja peninsula to turn completely around. The Six Days riders were totally demoralized when they heard that the event was only going to last two days. Trials rider Mike Griffiths won every event, at least according to his score sheet. Griffiths claims he never took a dab the whole weekend. Diane Cox was able to secure the first woman position, although she had a tough

Racing sometimes means racing to your bike. The difference in this battle was how far up the line you were and how easily your bike started. A race within a race.

Motorcycle Olympiad

battle trying to get out of her own way in the motocross.

It wasn't a complete rout. Six out of the top ten positions went to motocrossers. The other four places went to a desert racer, a speedway rider and two Grand National riders. Two of the four minority riders have been racing motocross every weekend.

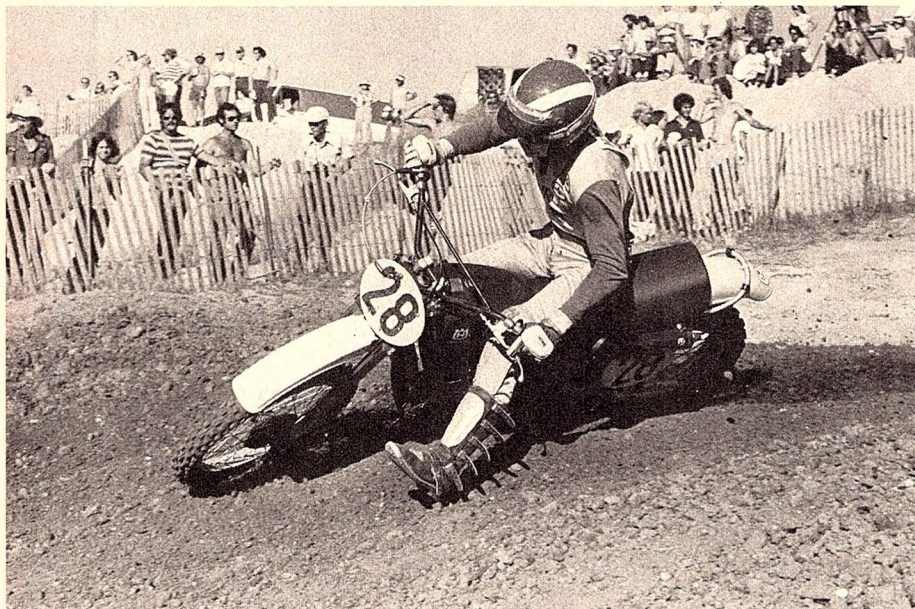
The S&W/Monroe-sponsored Motorcycle Olympiad paid \$25,000. The winner's share was \$10,000. To

take home this chunk of change a rider had to drag race, road race, shorttrack, steeplechase (TT), Scottish Trial and motocross. To compound the difficulty, the rider had to choose one motorcycle, and only one motorcycle, for all six events.

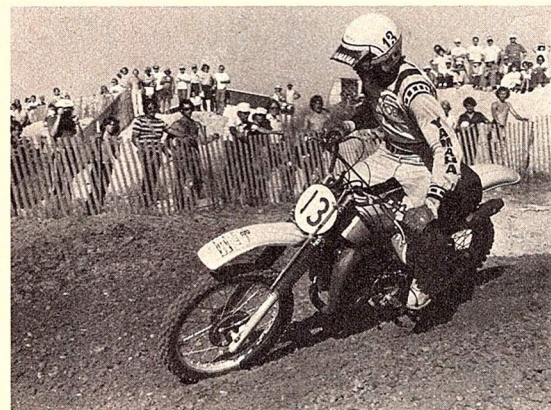
For example, Jim Rice, the former Grand National Championship contender, selected a 650cc BSA twin. He hoped to win the drag race and road race, do well in the shorttrack and survive the TT, Scottish Trial and motocross. Unfortunately, the drag race was changed from an out-and-out drag to a bracket racing formula, where engine size played no part. Rice ended up 19th in the drags, second in

the road race and shorttrack and out of it in the other three events. The drag race rule change stole enough points that Rice could have been in the top five.

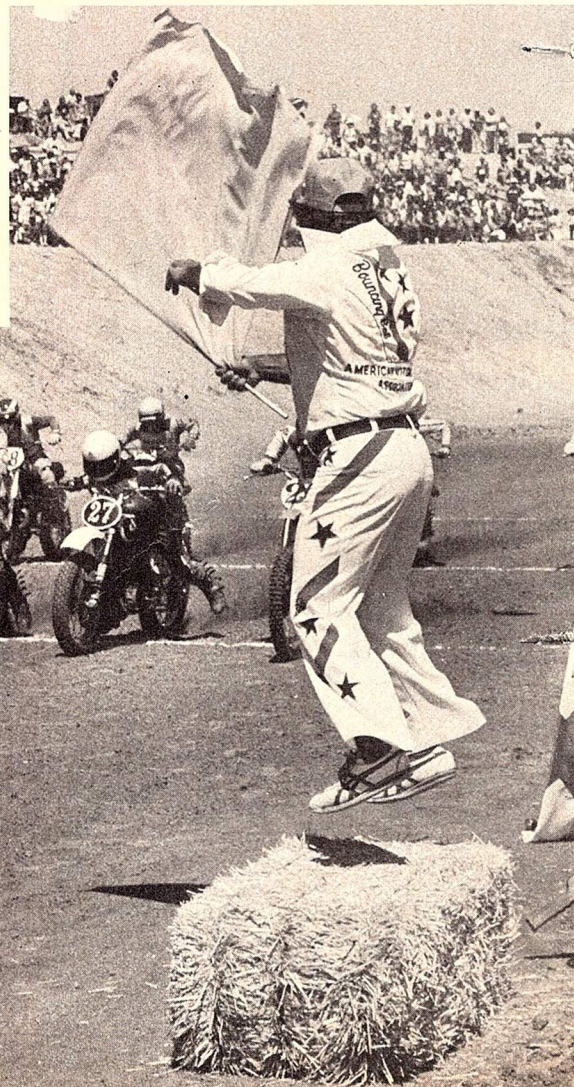
At the other end of the spectrum was Team Suzuki's Jeff Jennings, who selected a 250 Suzuki. Jeff finished 27th in the drag race, 16th in the road race, and then used the small engine to advantage to take fifth in the shorttrack, second in the TT, seventh



Texan Kent Howerton kept his 390 cooking long and fast enough to pocket \$10,000.



Mike Bell finished a strong third overall after winning the TT, placing second in the motocross and third in the cross-country.



The front row of the roundy-round looks like a Grand National, with John Hateley (hidden), Hoeking, Fishback, Rice (33), Roeseler and Al Baker.

in the trial and tenth in the motocross. Jeff finished first 250 and 11th overall.

But the success story of the event was Kent Howerton. Kent chose a big 390 Husky and took third in the drags, third in the road race, tenth in the shorttrack, sixth in the TT, sixth in the Scottish Trial and fifth in the motocross. That was all it took. Kent Howerton clinched the Motorcycle Olympiad title. And he did it the way it had to be done. He did it by placing in

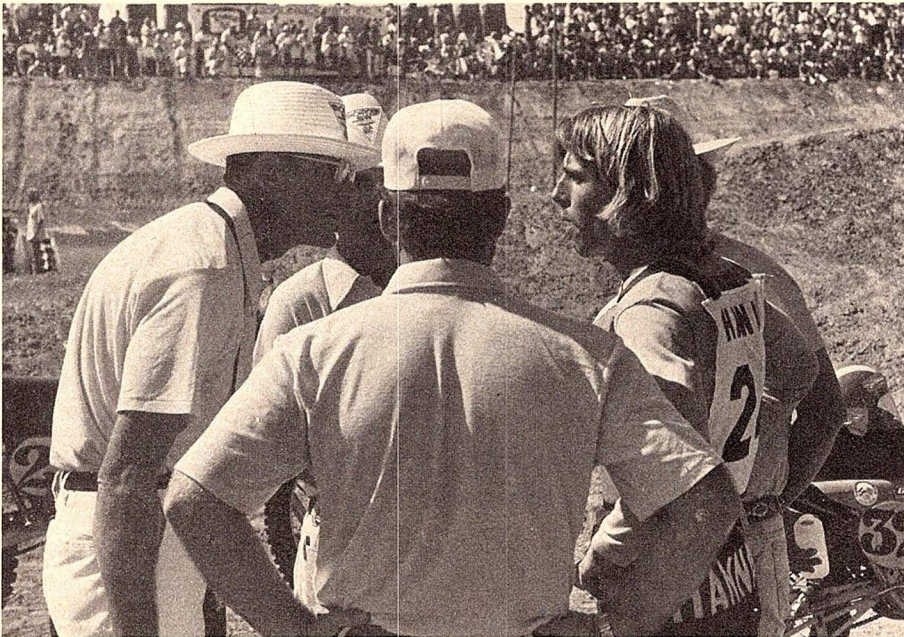
the top ten in every event.

THE RACES CLOSE UP

The drag race was won by Dick Burleson. Dick is four-time National Enduro Champion, ISDT Gold Medal winner and 1970 National Motocross Champion. Kawasaki's Gary Semics red-lighted in defeat for second. The drags were a scoring mess, with an IBM computer needed to figure it out, and a Swedish interpreter needed to

explain it to Lars Larsson. Lars is still trying to figure out what bracket racing is and how you can go too fast in a race. We will forward all reasonable explanations (in Swedish).

The road race was won by Malcolm Smith, who reeled in John Hateley's TT500 with the aid of a Ceriani road racing brake. Malcolm motored by the smoking smaller brakes of the other competitors. Jim Rice, who started last in the Le Mans dead-engine start,



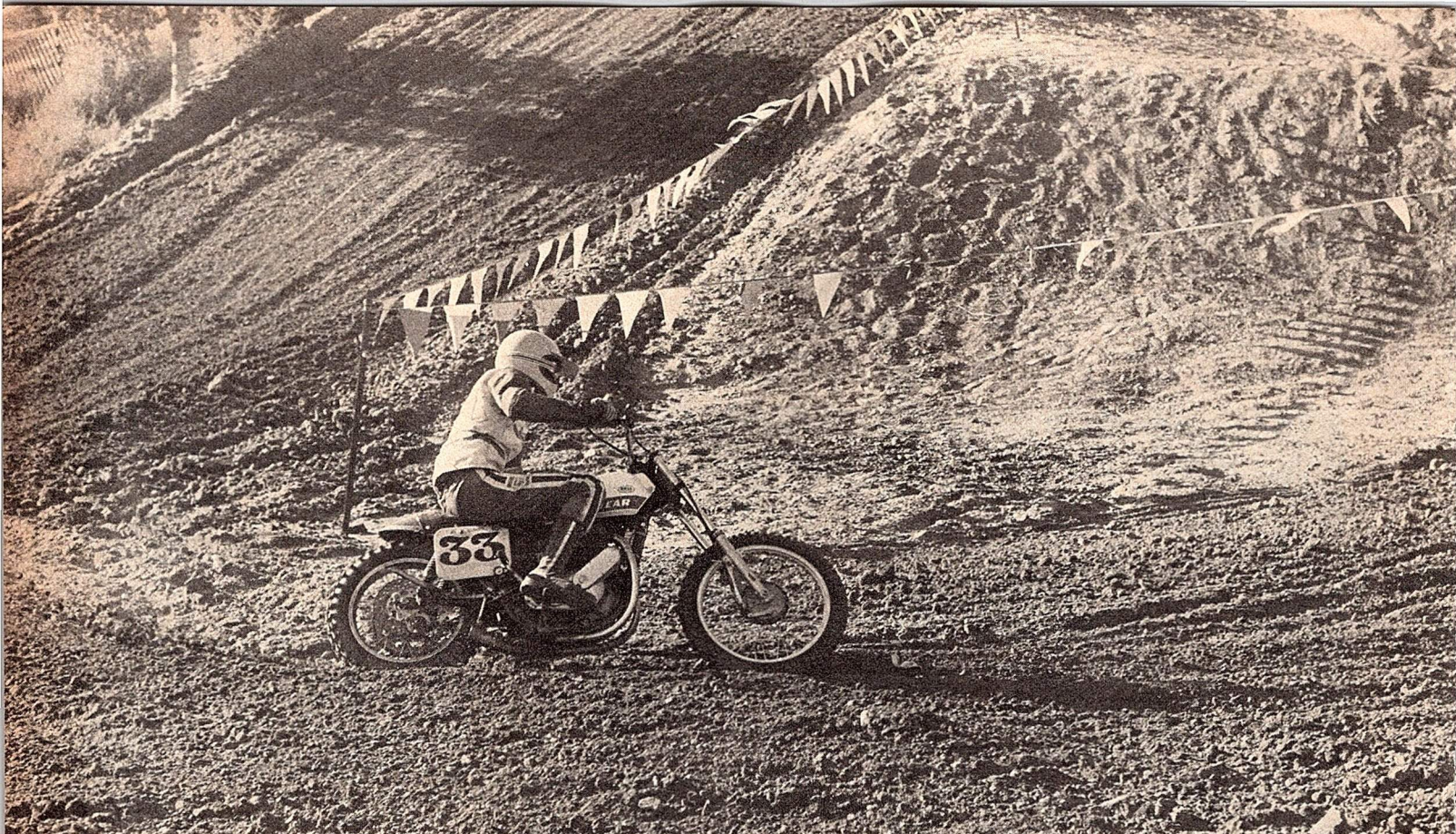
Bob Hannah argues with the officials about whether or not he can put air in his tire. He lost.



Each rider had a Marshal assigned to him to make sure he obeyed the rules. Jeff Jennings drew Dick Miller.



Sweden's Lars Larsson and Rick Hocking dice down Webco Hill during the motocross event.



Jim Rice's BSA 650 looked a little out of place on Saddleback's motocross course.

Motorcycle Olympiad

finished second, thanks to 650cc and a disc brake. Malcolm became the second Husky 390 to win an event in the Olympiad (also the last).

The shorttrackers dominated the shorttrack, with Astrodome Grand National winner Rick Hocking beating out Jim Rice, John Hateley and speedway rider Jim Fishback. Jeff Jennings' little 250 was the first MXer. Jennings' style was unique. Jeff went in deeper than anyone else before trying to make the corner, but he was standing on the pegs the whole time.

The TT was swept by the motocrossers. Grand National TT aces John Hateley and Rick Hocking didn't know how to cope with the berms the motocrossers kept building in the corners. Mike Bell, the newest National motocross sensation, won the event after sticking it under Gary Jones. Jeff Jennings slipped by for second with Jones third and Gaylon Mosier fourth. AMA starter Bouncing Bob was unprepared for the motocrossers' tactic of running up on the bank instead of trying to stay on the track.

The Scottish Trial was a

cross-country race which turned into a big motocross that Bob Hannah, Gaylon Mosier, Mike Bell and Gary Semics won. With one event left, Kent Howerton was still in the lead for the overall, not to mention the \$10,000.

The motocross was exactly what everyone expected. Bob Hannah won it easily, with Yamaha teammate Mike Bell coming on strong in second. Marty Tripes was third, with Mosier, Howerton, Semics and Gary Jones securing the top seven places. Terry Clark was eighth, and desert racer Larry Roeseler broke up the sweep by finishing ninth ahead of Jeff Jennings.

For a first-ever attempt, the Olympiad was pretty good. The spectators got their money's worth (\$9) and the racers had a good time. The AMA played rulekeepers in their famous picayune fashion and almost ruined the event. They did for Bob Hannah, Diane Cox and Jim Rice. Rice was destroyed by the bracket racing that eliminated his twin-cylinder BSA's advantage. Bob Hannah wasn't allowed to put air in his tire when it went flat just before the TT event. And Diane Cox wasn't allowed to use a pair of pliers to put a master link on before her shorttrack heat race. The whole rigmarole regarding the use of tools denied the fans the opportunity to see the best possible competition. The

event needs some control, but the rule denying a rider the chance to put air in his tires before the TT event was stupid and foolish. For \$10,000 Hannah would race on the rim, but it was an unnecessary danger. Had someone been hurt because the AMA let a flat tire sit on the pole position it would have been a nasty situation. Other than that it was great! We're tops now, and next year we'll teach those minority sports another lesson.



S&W/MONROE MOTORCYCLE OLYMPIAD RESULTS

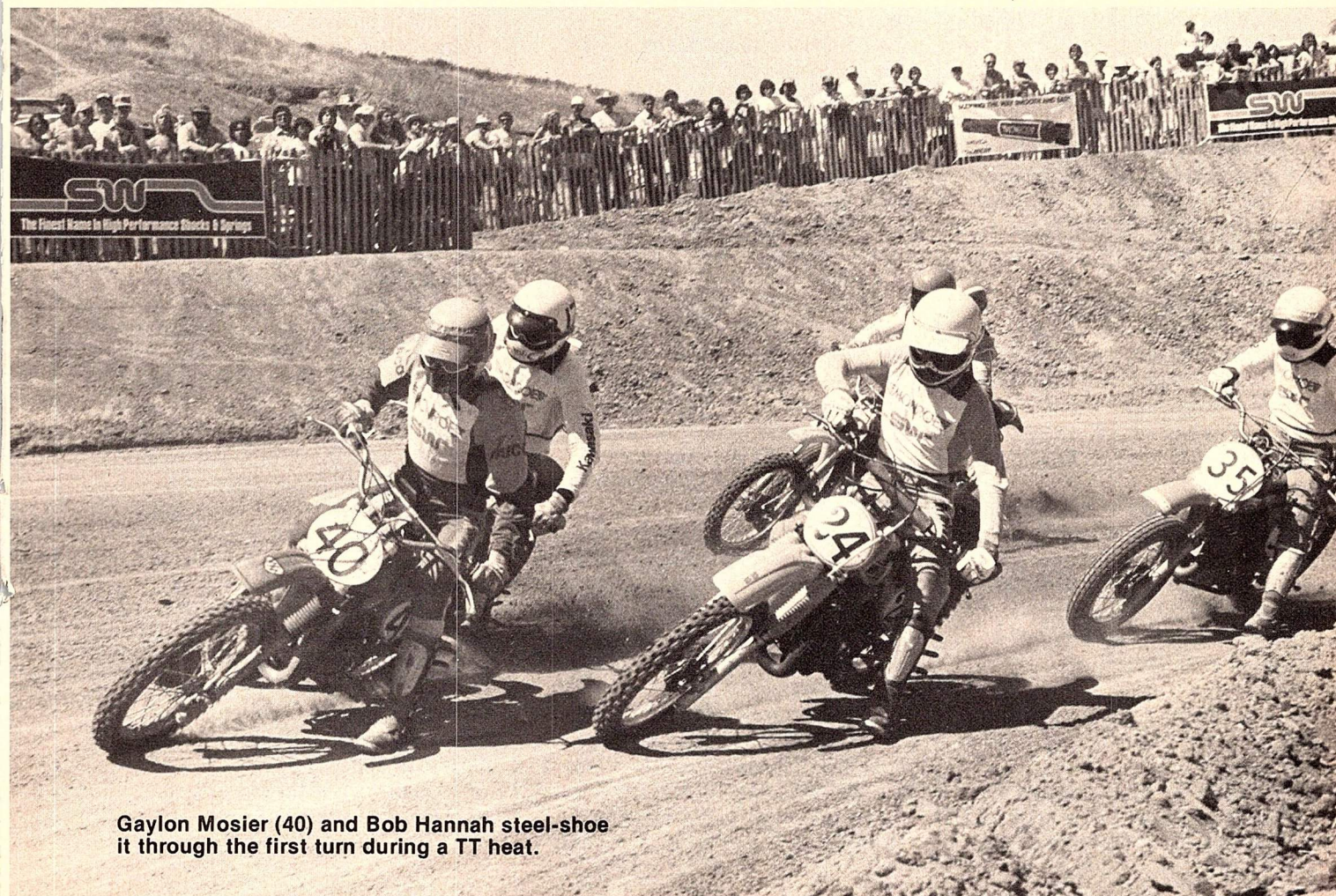
1. Kent Howerton	Hus	182
2. Gary Semics	Kaw	162
3. Mike Bell	Yam	158
4. Bob Hannah	Yam	153
5. Larry Roeseler	Hus	149
6. Jim Fishback	Yam	144
7. Gaylon Mosier	Mai	142
8. Rick Hocking	Yam	139
9. John Hateley	Yam	134
10. Marty Tripes	H-D	132
11. Jeff Jennings	Suz	125
12. Dick Burleson	Hus	123
13. Malcolm Smith	Hus	119
14. Jim Rice	BSA	112
15. Gary Jones	AM	111
16. Terry Clark	Kaw	96
17. Mike Hannon	Yam	89
18. John Fero	Yam	84
19. Al Baker	Hon	75
20. Chris Carter	Yam	72



Al Baker was burning up the cross-country until his transmission burned up instead.



Jeff Jennings and Gary Semics give shorttrack a try. Both of them could make a go of it when their real racing days are over.



Gaylon Mosier (40) and Bob Hannah steel-shoe it through the first turn during a TT heat.

HOW TO GET SPONSORED

Footing the bills By Jody Weisel

□ Chasing the big banana of motocross stardom is a hard row to hoe. It requires skill, daring, attitude and desire, but more than any of those, it requires money. If you want to race competitively and win, you have to lay down a healthy investment in equipment and entries. Regardless of the size of your budget, the moolah outlay is considerable. Yet, motocross is the cheapest international-caliber motor sport that a person can enter. For as little as \$2000 a rider can put himself on the starting line at a Grand Prix. Meanwhile, it costs about \$15,000 to make the starting line in a Formula Vee car race (that's Formula Volkswagen), \$20,000 for a competitive drag boat, \$60,000 for a Top Fuel dragster, almost \$200,000 to get an Indy car to the track, and even the tractors for the National Tractor Pulling Championship run in excess of \$30,000.

With almost any major motorcycle brand on the market, you can buy an off-the-showroom-floor model and be closer to the winner's bike than in any other sport. The economics of racing for most of us is simply a matter of paying the bills to keep on keepin' on paying the bills.

When a rider starts to knock down a few first places in his class, it is time to think of getting that golden egg: the sponsorship. Notice that I said when a rider starts to win in his class. This article isn't just for pros, because a good Junior or Intermediate can pull down a good sponsorship at the local level. But, how do you get someone else to pay the bills? How do you get a sponsorship?

Glad you asked. First of all, let's assume that you are good enough to win. The checklist to cover starts with

how fast you are. A potential sponsor wants a rider who will bathe his bike or shop in glory, but there are other variables. Are you neat and clean looking? A sponsor doesn't want to waste his bucks and bike on a rider who is going to make them look sloppy and dirty on the way to victory. A little mud and grime is OK, but coming to the races with dirty leathers and boots before the race is out. Riding with your shirttail flying is another potential way of losing a sponsor before you even get one.

A potential sponsor wants a rider who is consistent, not a flash-in-the-pan who wins one week and bombs out at the back of the pack the next week. They don't want crashers. They want to be in the results every week. You don't have to win every time out, because losing is what makes it a race, but you have to finish every time.

Are you serious? If you expect someone to put an effort behind you, then you had better be willing to put an effort into it also. Training is essential to winning, but it is more essential to maintaining a winning streak. Many riders have lost rides because their sponsors felt that they weren't putting out 100 percent.

Are you personable? When a kid comes up to you after a good moto and asks how you did, do you grunt at him? Or, do you take the time to answer his questions? Racing is advertising for your sponsor. He expects to receive his fair share of promotional value out of you. If you have a grouch attitude, then his bike, shop and business are going to get a grouch reputation. Most sponsors would prefer a second-place rider who is friendly and outgoing rather than a winner everyone hates.

SPONSORSHIPS BY THE DOZEN

There are several types of sponsorships. They start at the bottom and work their way to the zoot-capri fancy factory ride. The bottom rung of the ladder is the discount. Every factory rider on the circuit today probably started with this kind of ride. Your friendly local dealer, where you buy all your parts and hang around for hours, is finally convinced that you are an up-and-coming rider. The dealer in most cases will give a good rider a 20-percent break on all parts. If he offers you ten percent, he doesn't think you're a good rider, but he knows you are a good customer.

The next step up from the discount sponsorship is the shop ride. Riding for a shop is probably the neatest thing in the world to the up-and-coming racer. Suddenly he is given a good motorcycle, a place to work on it and a decent supply of parts. Many shop riders are sponsored on bikes they bought themselves, but the advantage of being able to work in the shop and get free oil, nylon ties and stock parts cuts the expenses in half. Don't expect a shop sponsor to buy you exotic parts, unless he sells them, or to pay your entry fees. Most small shops can barely afford to give you the parts to keep the scoot running. Ideally you should expect a supply of stock parts, working space, oil, nuts and bolts, technical help, a jersey and a bike. The shop sponsor expects you to be an ambassador for his shop, to win when possible and help him build up his business. Small shops like to sponsor riders in the Intermediate and Junior classes so they can impress the people who are buying, although you could lose your ride to a fast Expert.

Continued on page 70







PERSONALITY

KOJI MASUDA

Suzuki's Rising Son

By Jim Gianatsis

□ The seemingly surrealistic goal of every serious motocross rider in America is to someday have the opportunity to race the legendary natural terrain courses of Europe and tangle handlebars with the best Grand Prix riders the world has to offer. For many foreign riders, though, America is now the focal point of motocross with a growing future. For them it's still the land of opportunity and fortune our ancestors came looking for. Pierre Karsmakers was the first, and so far the only really successful European rider to make a name for himself in American motocross. When he arrived in this country he wasn't even a top-caliber International class racer, but in the 1973 and 1974 seasons he quickly turned into the winningest rider in America aboard his factory Yamahas.

It seems peculiar that more Europeans haven't followed in Pierre's knobby tracks. Some tried by sampling the competition during visits with the Trans-AMA and Inter-AMA series races, but the American kids had just gotten too fast all of a sudden. The European riders who could win, like DeCoster and Mikkola, could still make more money in Europe by being World Champions. At the beginning of the 1977 National season, though, one other foreign rider joined Pierre Karsmakers in trying to earn a living racing motocross in the United States. Most people have never heard of him, and for good reason. He's never won a moto out at Saddleback or even come close to finishing in the top five overall at a National during the time he's been in America. His best finish was a third overall at the Mid-Ohio 125cc GP with none of the top American riders present.

Koji Masuda was Japanese 250cc National Champion in 1975 for Suzuki. Today he's racing in America as a member of U.S. Suzuki's motocross team. We figured an interview with

KOJII MASUDA

Kojii for MOTOCROSS ACTION would prove to be really interesting — and it was. He gave us an insight into motocross racing in Japan, and why he chose to come to America even though he knew in advance he wasn't going to be an instant winner. Talking with Kojii was easy. He's liked by all the riders and mechanics on the circuit. Two years ago he couldn't speak any English, but now when you get him fired up he hardly stops.

The best place to begin our interview was to find out a little background

information. How old was Kojii now, and when did he first begin riding back in Japan?

"I'm 29 years old. I first raced when 17 years old, so maybe I'm racing 12 years.

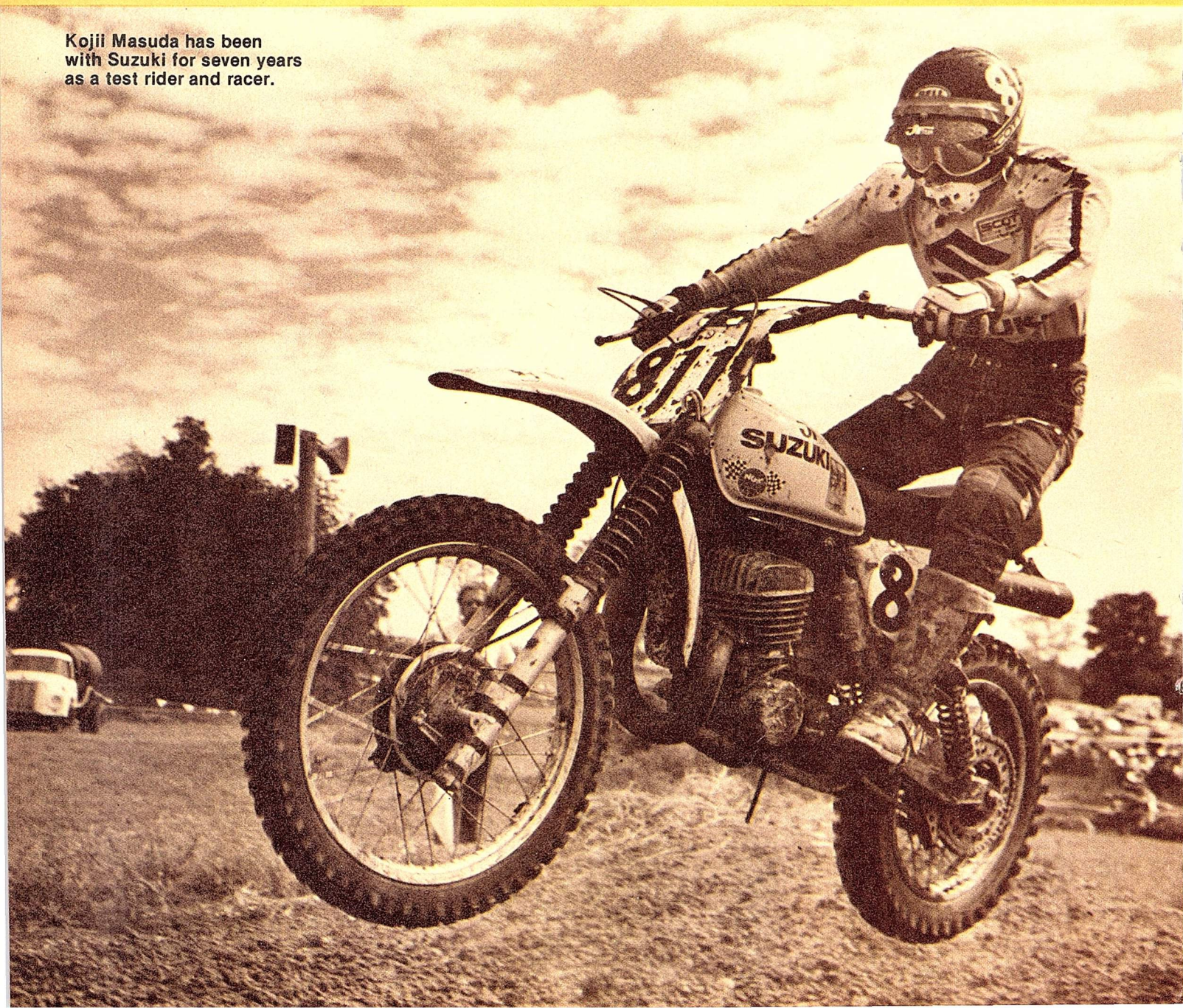
"Motocross not very popular in Japan. Just small. People don't like most sports. They think motocross very dangerous, so it's no good. They like normal sports like baseball. Much safer and not much money. Japan is a small country and not much room for racing and dirt bikes.

"I watched my first race at 16 years old. I wanted to motocross so my brother gave me his 50cc motorcycle. I just ride his bike for a while, then my friend who liked motocross too find a race for us to go to. First race wasn't so good for me because all we did to

bike was change tire. I saw professional riders from Suzuki and Yamaha there and I wanted to try to be like them.

"After high school I had a job, but then I decided to quit job. I stayed home and bought a 125cc Kawasaki and 250cc Kawasaki and I raced local races. At 19 years old I almost won the Junior class Championship, but I got hurt during the season and had to stay in the hospital. The next year, 1969, I advanced to Senior class, which is the same as Professional. I didn't have much money after paying hospital, but I got some support from Kawasaki. I was still privateer but I get 90cc and 125cc bikes and parts and some special forks and shocks. But very expensive for me on my own to go to races."

Kojii Masuda has been with Suzuki for seven years as a test rider and racer.



Kojii turned in an impressive performance in his first season as a pro rider. He attracted the attention of Suzuki, who wanted to sponsor him for the 1970 season, and so began the relationship which has lasted since then.

"Suzuki people say they pay my expense money along with bikes and parts, so I say, 'OK, I ride Suzuki.' Then in September they ask me to come to factory to be a test rider with maybe a little racing. I went to live at Suzuki factory from my parents' house.

"At that time Suzuki had three factory contract riders: Yoshimura, Ueno and Yajima. They went to National races while I stayed at factory to test motocross bikes. In 1972 things changed when Ueno and Yoshimura moved to Honda. Honda was just

beginning to get into motocross then. And Yajima no more ride Suzuki because he become old man. So then Suzuki no have any good riders. I wanted to be contract rider, but Suzuki think I not so good. Every time testing I always crash. So Suzuki wanted to get some of Yamaha's good riders, but that cause a lot of trouble with Yamaha, so Suzuki didn't get them. Then they said I could go race for them.

"When they make me factory rider I did much training. At that time Gaston Rahier came to Japan and he taught me how to motocross. Gaston and me and other testing riders go to race together. Watanabe still Junior class rider at that time. At first I didn't do so good because I was learning. In 1974 we had a bad year in Japan because 125cc bike always breaking. In 250cc class I was leading Championship race when I crashed and finished seventh. The year before, 1973, I finished third place in both 125cc and 250cc Championship. Also, third place in both classes in 1972.

"Best year was 1975 when I win the 250cc Japanese Championship. Last year (1976) I got hurt while testing production bike on test course at factory."

We asked Kojii what the role of a test rider was in the development of a new production or works bike. Did he just test new designs the factory engineers came up with, or was he allowed to offer ideas of his own?

"It's some of both. I have some

ideas and I tell my testing manager. If my manager say I can try something then I do it. During 1973, 1974, 1975, we did much testing with Kayaba people for suspension. Yamaha had a good design then with their new monoshock and we had to find a good suspension for Suzuki. We did much testing then.

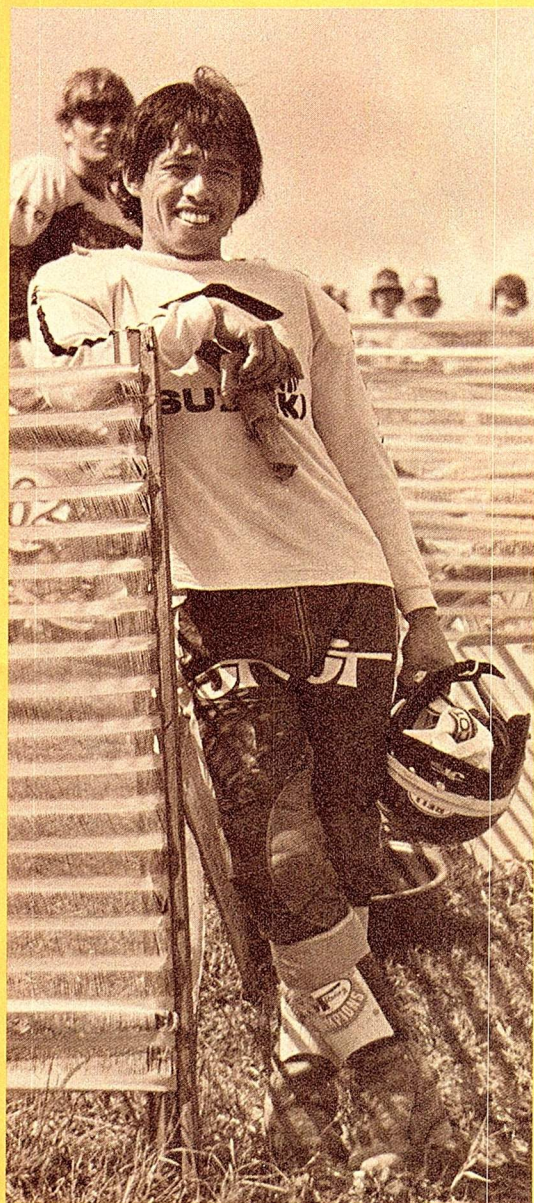
"We also did much engine testing then. Before, engine was short stroke. On some tracks it was good, but most motocross courses need more torque and we needed to change engine. Suzuki engines now have longer stroke design.

"Much of the time I test factory bikes, but last year I did much testing on production bikes because of new engines. At the end of the year Roger DeCoster and Gerrit Wolsink come to factory and we do much testing for new factory bikes."

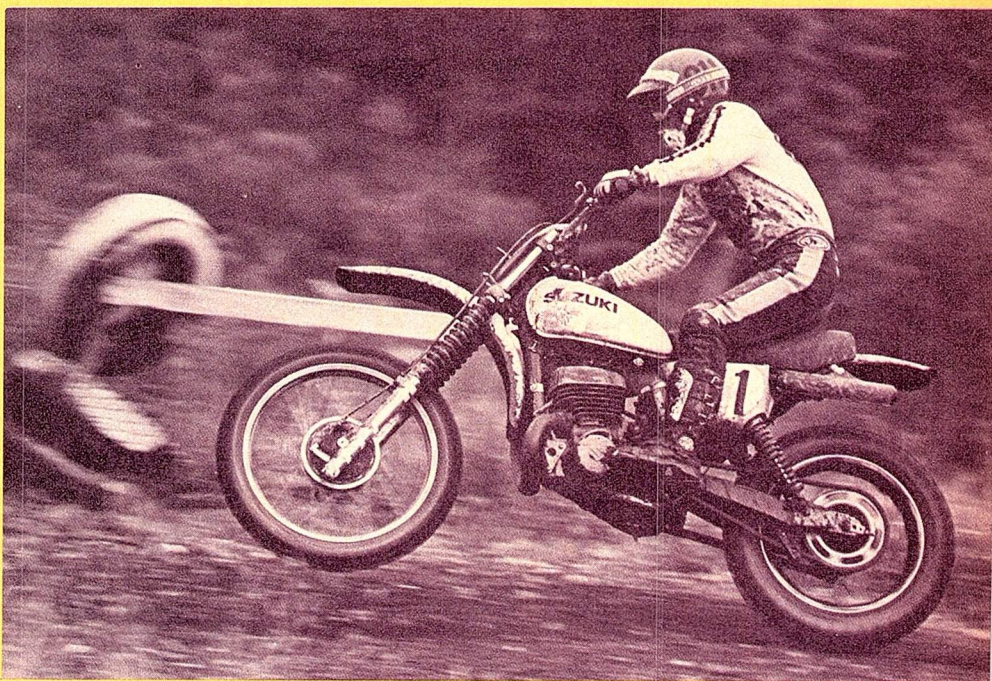
Kojii's first introduction to America came in 1974 when he came over in the fall to race the final three West Coast events of the Trans-AMA series. His best performance was a fifth overall in the mud at Puyallup. He feels that mud is a good equalizer for the Japanese, who have the riding skill to do well, but can't match the brute strength of an American or European rider for tossing a big-bore machine around a rough, high-speed track. Kojii points out Akira Watanabe's near-win of the 1976 Mid-Ohio Trans-AMA race which was held in ankle-deep mud.

The next trip Kojii made to America

Continued on page 71



Relaxing before the start at Lake Sugar Tree, Kojii ponders how big and strange everything in America is.



Constant training keeps the slim Japanese rider as hard as a rock and capable of hanging onto 402cc.

1978 Honda CR-125M:

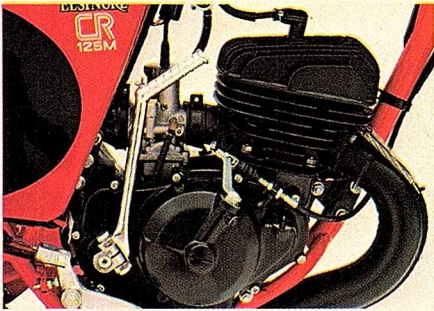


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HONDA

GOING STRONG!



500 WORLD CHAMPIONSHIP

SWISS GRAND PRIX

DeCoster wins
while Mikkola watches

By Harry van Hemmen

□ World Champion Heikki Mikkola did only two laps in the Swiss Grand Prix after having torn the ligaments in his right wrist in an international meeting at Schupfahrt, Switzerland, one week before the GP. Heikki had planned to race in the Finnish 250 Grand Prix at his hometown, Hyvinka, but was contracted to race in Schupfahrt, where he crashed after a bad start. One week later at Wohlen, Switzerland, where the 500 Grand Prix took place, Heikki went out for practice on Sunday morning for just six laps and stated that he would only do two laps in the Grand Prix. The track had changed into a pool of mud after heavy rain during the previous three weeks. Thus, the conditions favored Roger DeCoster, who was only one point behind teammate Gerrit Wolsink. Roger rode like the old days and was highest points-scorer with fellow countryman Jaak van Velthoven.

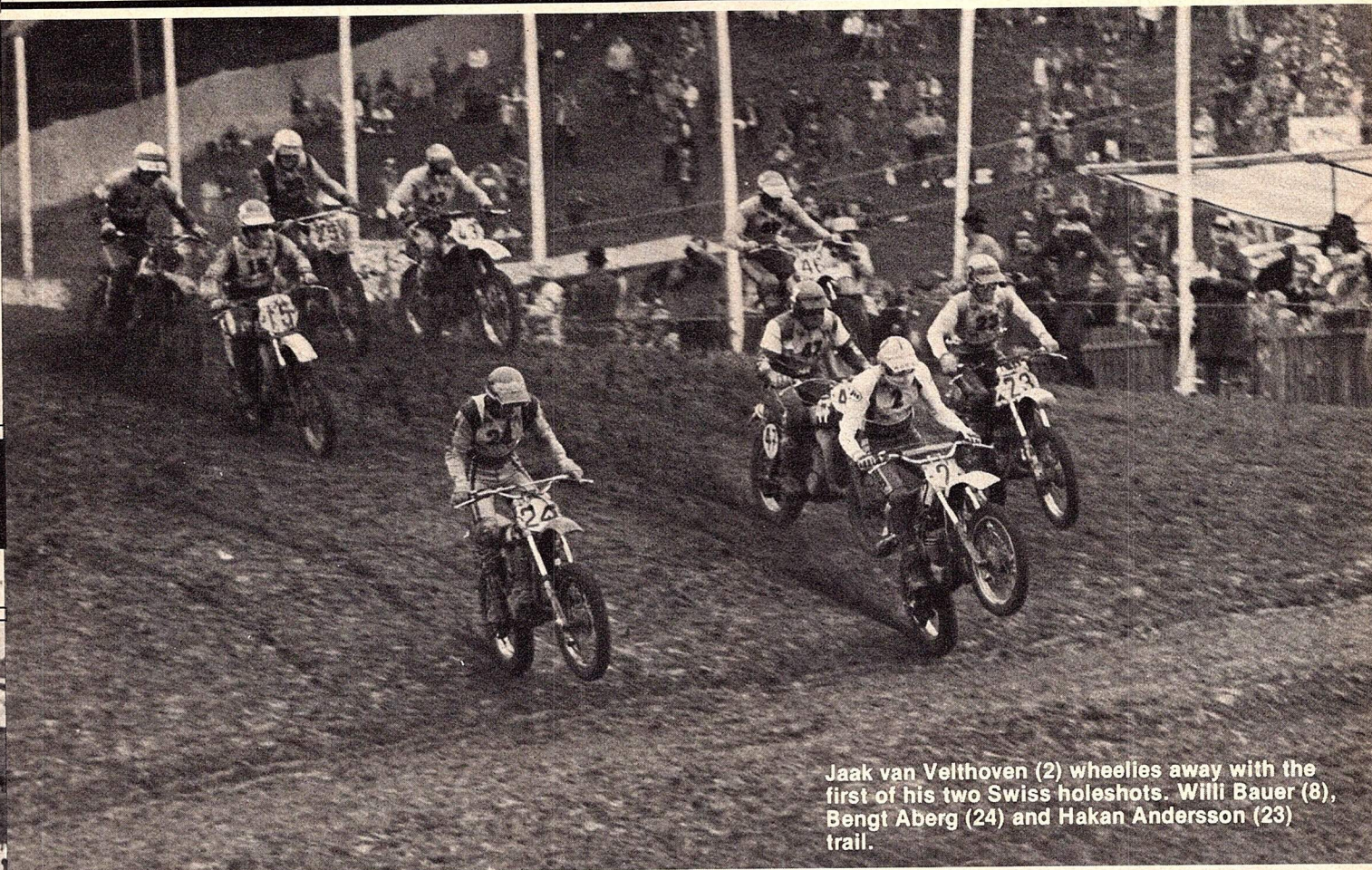
Graham Noyce and Hakan Andersson both scored third and fourth places at the last Grand Prix. Hakan now has as many points as Herbert Schmitz (85), but the Swede has four fourth places and Herbert only three,

so Andersson is fifth in the final World Championship standings. Brad Lackey increased his total by four points in the first moto and retired with a flat rear tire in the second, when he was third.

Only six weeks after he broke a collarbone in a national meeting, Jaak van Velthoven, KTM, scored his first moto win of the season in the last Grand Prix at Wohlen, near Zurich, Switzerland. Like last year, the lanky Belgian put on his best performance in the last GP. In both motos Jaak took the start and led fellow countryman Roger DeCoster till near the end of the first moto. Roger made too many mistakes in the first half of the moto and was only able to close the gap at the end of the race, finishing within seconds of van Velthoven. Hakan Andersson followed in third position, with Adolf Weil fourth. Veteran Weil, 39 years old, couldn't manage to keep up with Hakan, and retired after seven laps because of a collapsed rear wheel. Gerrit Wolsink's attempt to start in third gear failed, as he accelerated too slowly away from the gate, and he had to fight his way through the field up to sixth position after five laps. He took



39-year-old Adolf Weil leads teammate Herbert Schmitz.



Jaak van Velthoven (2) wheelies away with the first of his two Swiss holeshots. Willi Bauer (8), Bengt Aberg (24) and Hakan Andersson (23) trail.

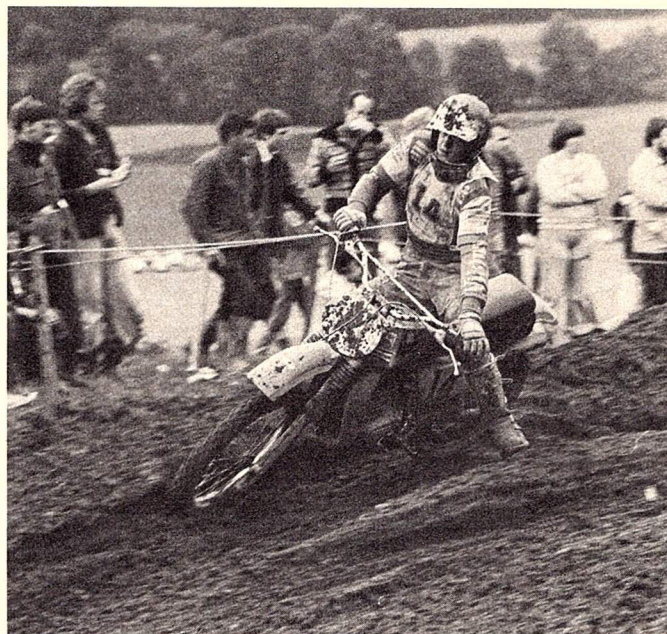


Roger gives it a lot of body English on the last lap of the first moto while pursuing van Velthoven.

SWISS GRAND PRIX



Great Britain's Bob Wright does a little soil-sampling in the Swiss mud.



Graham Noyce rode what could be his last GP on a Maico.

over Bauer's place and chased Bengt Aberg for the fifth spot. But in a slow corner, the Suzuki slid away, and Gerrit crashed and twisted his left knee. Aberg crashed as well and lost his front brake. Another four-stroke rider, John Banks, crashed when he tried to overtake Willi Bauer. Brad Lackey got tangled in the start and wasn't going so well for the first six laps. Then he started to work himself up behind Bauer and passed him, although Willi regained sixth place in the final lap. In the end the distance between van Velthoven and DeCoster was reduced to less than two seconds. Maico-mounted Herbert Schmitz retired in tenth position when he crashed in the mud. Afterwards, Herbert said he had given up too soon, for now Hakan Andersson took his place in the World Championship standings.

Again in the second moto Jaak van Velthoven took the start, but Roger managed to overtake him after the first corner and showed his class by finishing 40 seconds ahead of van Velthoven. Brad was third till he had to retire after four laps because of a rear wheel puncture. Graham Noyce took Brad's place. Andersson made a bad start but nevertheless was fourth on the sixth lap.

Wolsink made another bad start, and his knee was hurting too much for him

to keep going for longer than seven laps. Great Britain's Bob Wright's ban was squashed and he finished ninth in the second race after four crashes in the first race. He was told that his engine would be measured after the race, if he scored points, and so it happened. And it was legal. The GP season ended in a big party with lots of champagne and wine. Mikkola is the Champion, Roger caught and passed Gerrit Wolsink for second place and American Brad Lackey was a solid fourth.

Of the top positions, American riders finished in fourth (Lackey), 13th (Karsmakers), 15th (Pomeroy), 19th (Croft and Mosier), 23rd (DiStefano), 26th (Ellis) and 31st (Smith and



Heikki showed up with a special pointed mud tire, but only used it for two laps.

Grossi). The top ten had one Finn, two Belgians, one Dutchman, one American, two Swedes, two West Germans and one Englishman. Definitely a competitive World Championship field.

FINAL WORLD CHAMPIONSHIP RESULTS

1. Heikki Mikkola, Yamaha, 272 points
2. Roger DeCoster, Suzuki, 222 points
3. Gerrit Wolsink, Suzuki, 202 points
4. Brad Lackey, Honda, 168 points
5. Hakan Andersson, Montesa, 85 points
6. Herbert Schmitz, Maico, 85 points
7. Jaak van Velthoven, KTM, 83 points
8. Graham Noyce, Maico, 74 points
9. Bengt Aberg, Yamaha, 62 points
10. Adolf Weil, Maico, 47 points
11. John Banks, CCM, 42 points
12. Willi Bauer, KTM, 29 points
13. Pierre Karsmakers, Yamaha, 28 points
14. Ivan van den Broek, Maico, 18 points
15. Jim Pomeroy, Honda, 15 points
- Arne Lindfors, Husqvarna, 15 points
19. Tommy Croft, 11 points
- Gaylon Mosier, 11 points
23. Tony DiStefano, Suzuki, 9 points
26. Jimmy Ellis, 5 points
31. Marty Smith, Honda, 3 points
- Bob Grossi, 3 points

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EXCLUSIVE SUZUKI RM50

Smoking stunts your growth



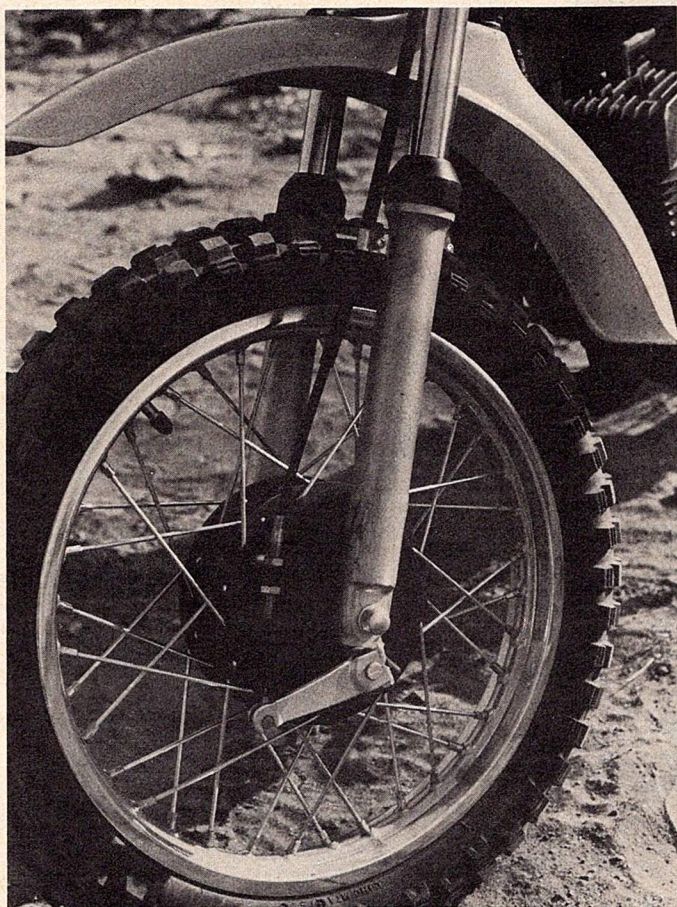
The RM50 went head-to-head against the Italjet X50R. When the smoke had cleared the RM50 had almost buried itself.

□ There is a theory revolving around civilized societies that you can tell the measure of a man by the complexity of his toys. If this is true, then motocross is getting extremely cerebral. The Suzuki Motor Company has just released two brand-new racing motorcycles: the JR50 and RM50. The amazing fact about these two motocross bikes is that a major manufacturer feels there is a large enough market to float the production costs of making miniscule racers. Based on the kind of response that we got just tooling around the pits or doing the famous porta-can shorttrack, they are going to sell every one they make.

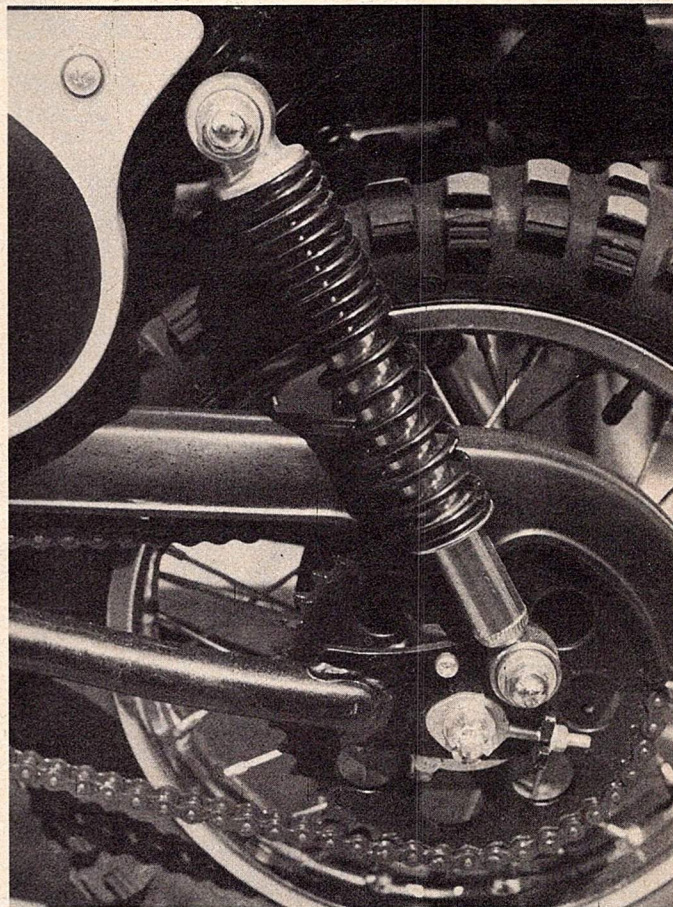
The 50cc class is unheard of in America, but in other parts of the world it is a viable and popular class. The ISDT has a 50 class and it is always full of blazing German, Italian and Polish tiddlers. Great Britain has a motocross class for 50cc bikes, but they are not minis, they are full-sized motorcycles. But we live, race, breathe and go-for-it right here in the good old U.S.A. True, we do go-for-it on Swedish, German and Japanese machinery, but Harley is just around the corner. In the United States there exists only one full-scale, organized and authorized association that races motorcycles as small as the RM50. The National Minicycle Association labels motorcycles of up to 60cc and under a certain wheelbase as Junior Cycles. The Junior Cycle class is a wide-open, wild-racing, go-for-broke, no-bucks-spared class of berserko kids. The Junior Cycle class is also the sole domain of Italjet X50Rs. Honda attempted to bust into the class several years ago, but was sent packing by the small Italian firm's potent four-speed junior cycles.

WHAT SUZUKI'S GOT UP THEIR SLEEVE

The RM50 is not a sleeved-back RM80, but it has an RM80 transmission and cases. The engine itself is a rather straightforward Suzuki design incorporating case reeds and piston port induction. With a 41mm bore and 37.8mm stroke, the little bugger tips



The hubs, spokes and rims were trouble-free. The front fender is a midget RM80 model. The forks have only about half of the travel they are capable of delivering.



The top windings of the spring are almost coil-bound before you start. No one over 90 pounds is allowed on it anyway.



A three-year-old boy is just a little too small for the mini Suzuki, but a three-year-old dog is just the right size. But don't trade your kid in, he'll grow.

SUZUKI RM50



It has a smooth powerband and good handling. Paul Denis points it where he wants it. It obeys.

the tumblers at 49cc. 49cc is about three cubic inches. The cylinder is cast, and as such weighs several pounds more than a much larger alloy RM80 cylinder.

The engine breathes through a nice little foam air cleaner, but a lot of breathing isn't necessary because the lung is only a 16mm Mikuni. The first hop-up suggestion that any tuner would give you is to bolt on a bigger carb. That is nice advice, but along with a cast iron cylinder comes an integral cast iron intake manifold. The manifold and cylinder are one piece.

The pipe follows another Suzuki tradition in that it tucks in nicely and has ample heat shields. The silencer is just like the mufflers on the big bikes only a lot smaller. The noise level is way down below the irritation point, but little dinky tiddler toys like this should sound like electric motors. Most will be ridden in backyards, local vacant lots and through the pits where noise is low on the list of favorite hit sounds.

The forks and shocks are clunkers. No use trying to say nice things about them. The forks have a grand total of 2½ inches of travel through a set of in-line axle forks. The forks appear to have been cast in rubber molds. Rubber mold casting is an effective and cheap way of making cast items. It is not inferior or less functional, but the loss is in the grade of finish. The RM50 forks have a rough cast finish. The rear suspension gets less than 2½ inches of travel. The spring rate was devised for riders under 90 pounds, but the spring is almost coil bound before it starts. The hubs, sidepanels and fenders are the same quality found on the big RMs.

FACE TO FACE

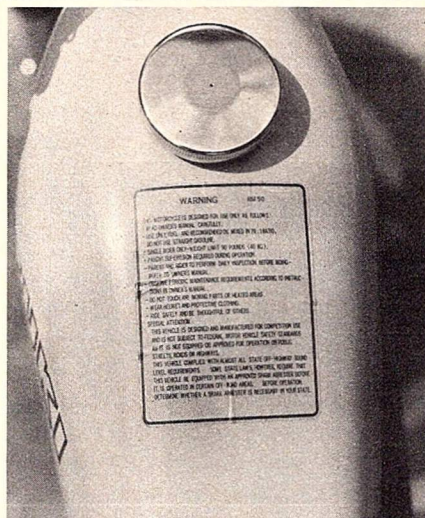
We race motorcycles. That is what we like to do more than anything, so as soon as we got our RM50 we rounded up an Italjet X50R and went racing. It is the traditional head-to-head battle. The European bike against the Japanese

machine. The Suzuki wins out in the area of careful quality control. Each of the RM50 pieces is designed to jigsaw together. The color combination is yellow with black. The Italjet is an interesting combination of blends, but a lot more patched together. Half of the riders preferred the Italjet, while the more cognitive chose the Suzuki.

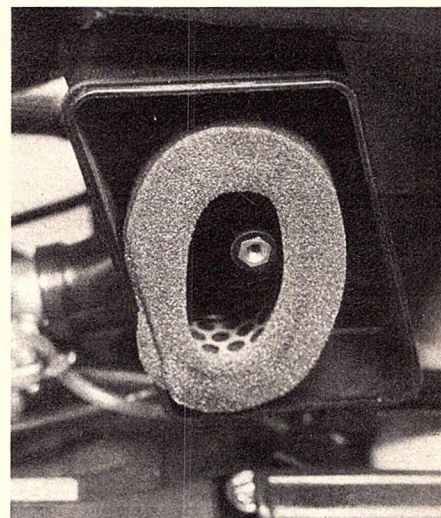
In the suspension department the Italjet wins out hand over foot. The Italjet has four inches of fork travel and four inches of rear wheel travel. The Suzuki gets one point because its fork seals don't leak (the Italjet's do).

In the engine department we thought the Suzuki five-speed would be a match for the Italjet X50R four-speed, but it wasn't. The Italjet smoked the Suzuki time after time. Only when both bikes were tapped out did the RM begin to pull a little. The Suzuki shifts smoother than the Italjet and the clutch pull is butter-soft, while the Italjet is kinda clunky.

Again, the Suzuki pulls all the details



Safety first. A good idea for the younger riders, but it may force us to upgrade the reading levels taught in elementary schools.



The foam air cleaner fits in a tidy little plastic box and feeds the 16mm Mikuni.

together better: shifting, clutch action, brakes, up-pipe, ease of maintenance, air box and primary kick starting. But the RM50 lacks the traits that have made the Italjet a winner: suspension and speed. The Italjet is the product of a long and arduous development program. They got rid of the cast manifolds, the dinky carbs and the wimpy forks only recently themselves, while still keeping a hanging downpipe and mediocre brakes.

PICKING A LINE

Maybe we were missing something because we weren't currently competing in the Junior Cycle class. So we invited three-time World Junior Cycle Champion Paul Denis over for a test session. Yes, they have their own World Championship. Paul, nine, has won it every year on box-stock Italjets against the heaviest of the modified Hondas and Italjets. We sent Paul out and he blitzed non-stop for an hour. Came in for more gas and went back



The RM50 has one gear more than any of the competition, but it needs a few more ponies to take advantage of that lead.

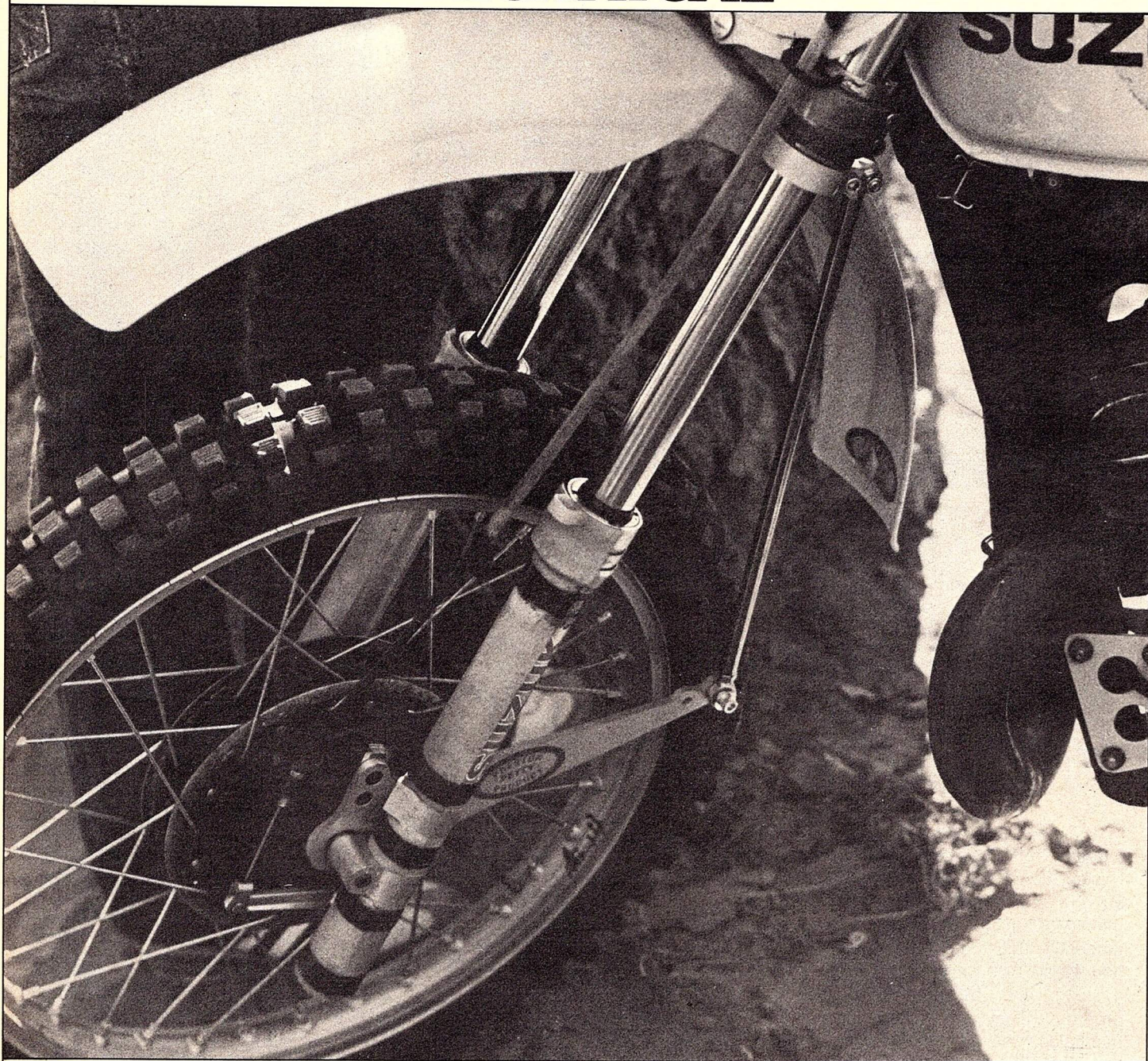
out. He loved the bike, thought it was faster than his Italjet and complained bitterly about the shocks and forks. He was right about the forks and shocks, but wrong about it being faster than his Italjet. So much for nine-year-old test riders.

MAKING THE MODS

All is not lost. The bike can be made to run better, but when you do you get out of the stock Junior Cycle class and into the modified class. It doesn't matter, because you are going to lose

Continued on page 69

TECHNICAL



PRESTON PETTY'S NO-DIVE

Suspension starts its second generation

By Dick Miller

□ "Leave it to Preston Petty to come up with something like this," said one of the factory mechanics as he was installing the remarkable new "No-Dive" on his rider's bike.

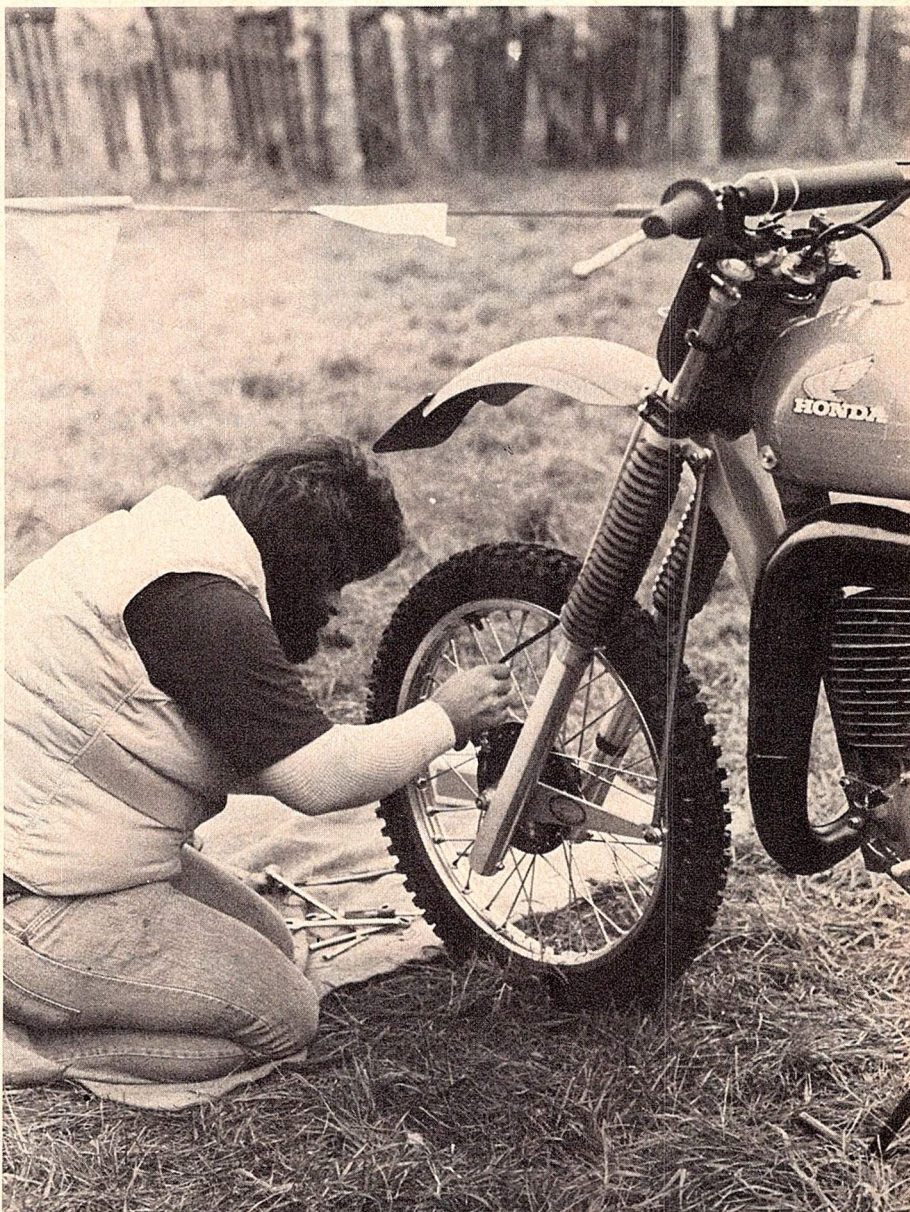
Preston is known for his innovative ideas, and is probably the most copied inventor or manufacturer of motorcycle accessories in the motocross field today. When Preston came out with the hex grip, there had been virtually no changes in handgrips in years. Preston's hex grip was revolutionary, to say the least. But to give you a good idea of its acceptance, in Australia, where they're less opinionated than in the States, 75 percent of all grips sold are of the hex type, and not all Preston's, by the way. When he first came out with his super-strong fenders, many people copied his products, but rarely came up to his quality. His new invention, the "No-Dive," is already patented, and the name is trademarked in most foreign countries and the United States. Preston's learning his lesson.

If you had been around the motocross scene in 1969 or '70 and had looked across the starting line, especially in the 125 class, you would have seen that the field was completely dominated by Sachs motorcycles. Sachs, and later DKW, used a leading link-type front suspension, which was unusual to the American riders, but not to the Europeans. Several successful European brands used the leading link in racing — Greeves had the most success. During those days of the leading link-type suspension, telescopic forks were nothing like they are today. Maximum travel was five to six inches; now we're reaching upwards to 11 to 12 inches. The leading link suspension at that time had seven to eight inches of travel.

Another plus for the leading link suspension, when traversing rough terrain, was its forgiving nature and stability. However, due to the use of shocks bolted to a swingarm component, there was a lot of flex. Leading links tended to wallow and push in the turns, while the telescopic fork front end would always be predictable. The most significant feature about the leading link was its action when the front brake was applied. As you know, conventional forks compress when their front brake is applied — lowering the front end of the bike. The opposite is true of the leading link: Apply the front brake and



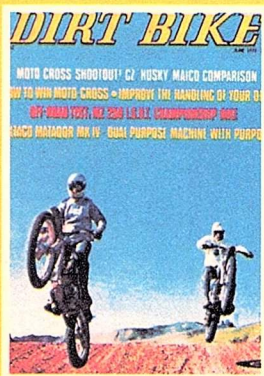
There is no interference with any working part of the bike. Even way up on the tank Roger's knee never came close to the torque arm.



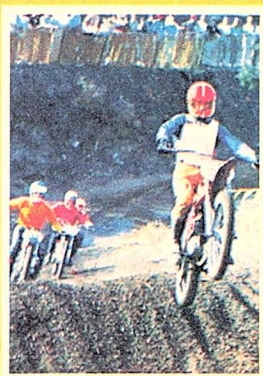
Steve Whitelock fits the new Petty invention to Brad's Honda and it will be used at Unadilla, its first test in international motocross.

HERE'S A SUPER WAY TO COVER THE CRACKS,
FINGERPRINTS AND GRAFFITI ON YOUR WALLS . . .

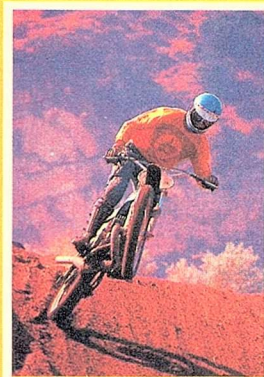
SUPER TRICK-ACTION COLOR POSTERS



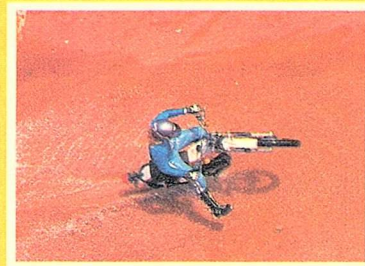
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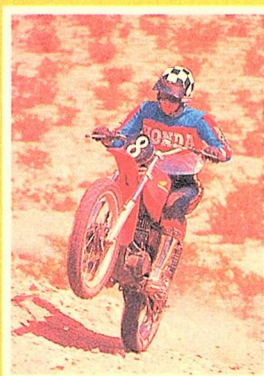


10. JIM CONNOLLY, 250 BULTACO PURSANG

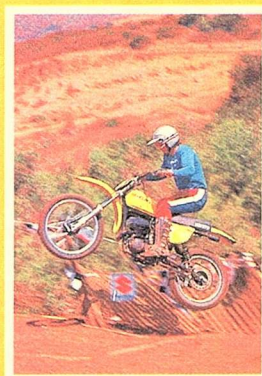


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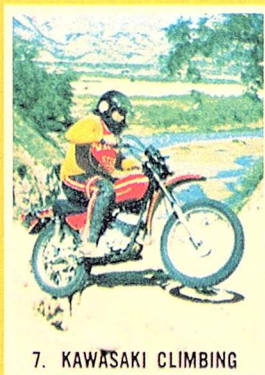


3. JIM CONNOLLY INDIAN DUNES

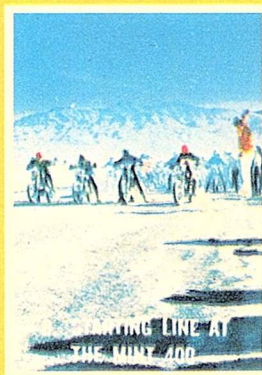


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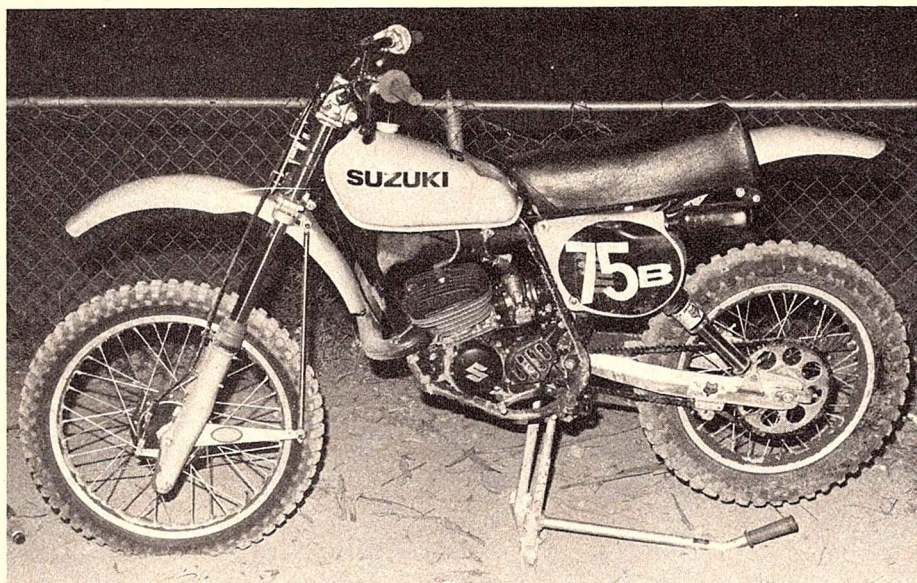
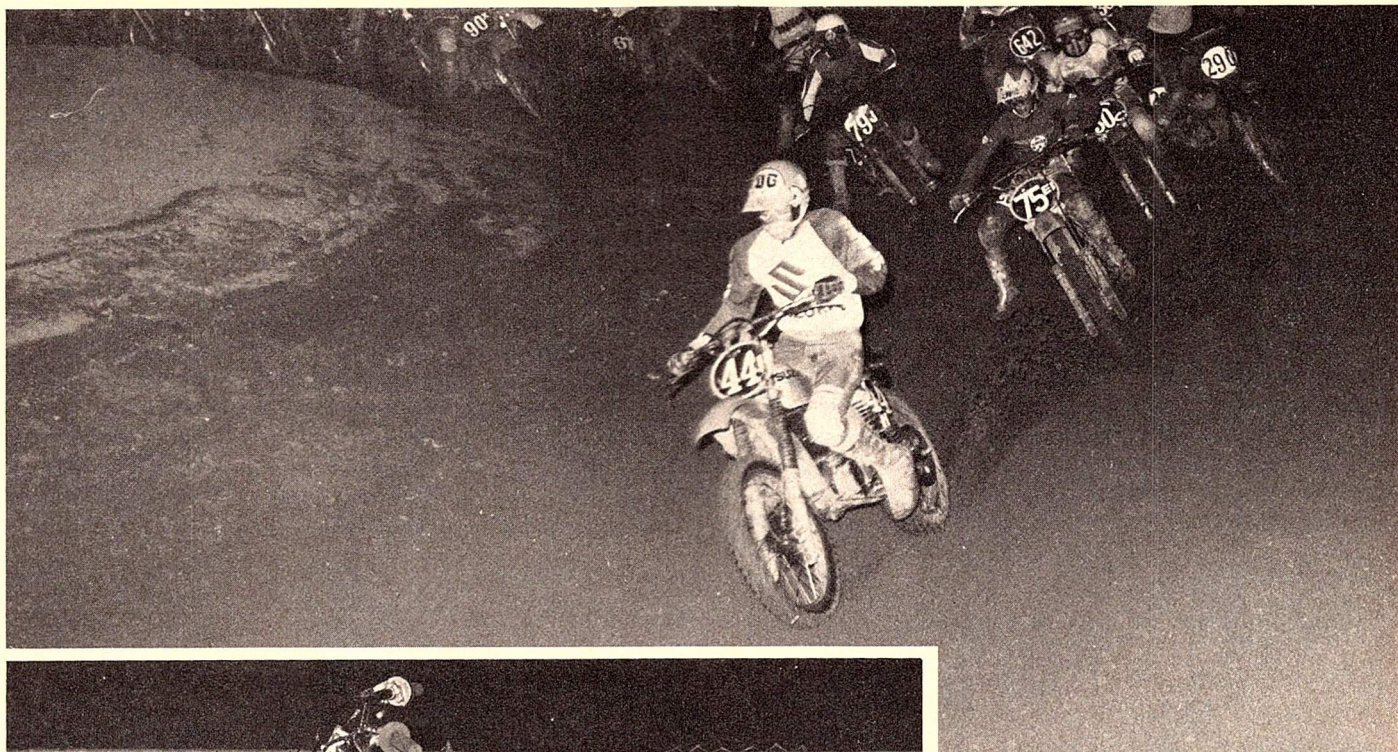


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MOTOCROSS ACTION's Rick Miller (75b), using one of the first No-Dive production units, goes on to record a strong junior win with 2-1 motos for the overall at an AME event in California. Besides the advantage in braking, Rick said that it also smoothed the front fork action with the floating front hub.

the front rises. Therefore, when going into turns or downhills the geometry of the bike didn't change; if anything, the rake increased because of the suspension moving to full extension. It was different, but it worked.

Preston Petty raced leading link motorcycles in the past, and knew all the advantages. He has also watched the suspension travel increase through the past few years to the point where the geometry of the motorcycle is changing 10 to 12 degrees during hard braking and landings over obstacles. Keeping this in mind, Preston tried to think of a way to still retain long travel suspension, and yet keep the geometry more stable. His solution was a full-floating front brake connected to a torsion bar and compression rod, which attached to the top of the fork assembly.

Carl Cranke, who now works for Preston and is an outstanding all-around racer, installed the "No-Dive" on his Penton, and rode the International Six Days Trial with it. Carl said that the invention caused so much commotion over in Czechoslovakia that he could hardly get near the motorcycle. In fact, on the fourth day of the event, he was in his hotel showering when he was invaded by some of the Italian contingent who wanted to know about the invention. They didn't knock or anything, they just came right into his room and were determined to find out more about it.

Carl's success in the Six Days proved to Preston that his idea was sound and that it did work. But, since his first love is motocross, he was more interested in getting it tested on the Trans-AMA motocross circuit.

Preston is no slouch when it comes to motocross. The Europeans know and respect him. Preston was one of the top American riders when they first journeyed over to challenge the American motocrossers. So, most listened when he explained and showed them his new idea. At the present time, many of the top riders are experimenting with Preston's prototypes. Roger DeCoster and Gerrit Wolsink are among the most prominent.


Several of the top Americans are also involved in testing some of the prototypes on their factory machines, and will be using them intermittently in the Trans-AMA. Brad Lackey will be the first rider to use it in competition at the Unadilla Trans-AMA, which we will report on in next month's issue. His initial input to Preston after trying it is very positive, and he likes it so well that he wants to race with it right away. Carl Cranke outfitted Brad's Honda at his practice track in Northern California, where Brad gave it a thorough test. When you're used to the front end diving as you apply the front

brake hard, it can be a different and unnerving experience when it doesn't dive. But, Brad adapted to it quickly and felt that the time it took to enter and exit a corner was decreased significantly.

Carl said that the problem he first had in using the Preston Petty "No-Dive" in the Six Days was that he tended to brake for the corners too early because he was used to the delay of first applying the brake, and then having the suspension collapse. With regular suspension that takes about 10 to 15 feet, depending on how fast you were going. Using the "No-Dive," the braking was instant, and there was no lapse between the brake being applied

and the wheels stopping. As a rider becomes more accustomed to using the "No-Dive"-equipped motorcycle, he can go in deeper and come out quicker in the turns than most of his competitors.

The materials used in Preston Petty's "No-Dive" are all first-rate, as with all of Preston's products. The torsion bar is made out of 7075 T6 alloy, while the compression rod is equally strong. Aircraft heim joints are used top and bottom. The "No-Dive" should be available at your local dealer for about \$60. All that would be necessary to convert your motorcycle to the "No-Dive" suspension would be access to a ten-inch or larger lathe to

bore the inside diameter of the backing plate out to accept the bushing needed to make the hub a full-floater. For those of you who do not have a local machine shop, Preston plans to set up some type of service to make the necessary modifications for you. The kit will have all the necessary ingredients, including the bushing, torsion bar, compression rod, heim joints and fork leg clamp. Full instructions accompany the kit, explaining the mounting and the different aspects of its performance. More information is available by writing Preston Petty Products, 403 N. Main, Newberg Oregon, or asking your local Preston Petty dealer. 



Honda's Merle Anderson and Petty's Carl Cranke fit the No-Dive to Pomeroy's bike for a practice test. The first production units will be available for Yamahas and Suzukis by the time you read this article.

COUGH UP THE VOTES!

1978 RIDER OF THE YEAR AWARD

With enough friends it could be you.

Who will it be in 1978? In 1975 it was Roger DeCoster. In 1976 it was Marty Smith. Last year the winner was Bob Hannah. Next year it could be one of virtually thousands of motocrossers. It could even be you (if you stuff the ballot box), only one vote per letter. There are no restrictions. The choices are endless with talent like Brad Lackey, Jim Pomeroy, Heikki Mikkola, Gerrit Wolsink, Tony DiStefano, Graham Noyce, Jimmy Ellis, Gaston Rahier, Jimmy Weinert, Gary Semics, Rick Burgett, Marty Tripes, Kent Howerton, Mike Bell, Danny LaPorte, Broc Glover, Rex Staten, Steve Stackable, Pierre Karsmakers, Rich Eierstedt, Tommy Croft, Gaylon Mosier and many others. You tell us!

WHO EVER WINS DEPENDS ON YOUR VOTE

You decide! The contest is open to all the readers of MOTOCROSS ACTION, and those who just look at the pictures. The winner will carry the title of RIDER OF THE YEAR. Just fill in the handy ballot provided for you and wait to see if your choice is going to drive away with the fully equipped off-road Toyota SR-5 Long Bed pickup truck, ROY plaque and undying fame. All votes must be in by March 1, 1978.



MOTOCROSS
ACTION MAGAZINE

MX6-1

RIDER OF THE YEAR BALLOT

Fill in the name of your choice for the
MOTOCROSS ACTION RIDER OF THE YEAR

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RIDER OF THE YEAR

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I, being a bonafide motocross fan and faithful reader of the magazine, hereby cast my vote for

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RIDER OF THE YEAR
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In what state do you live? _____

PRODUCT EVALUATION

BOB HANNAH STARTING GATE

Strings attached

□ If you have been playing tailgunner to the infamous first turn squadron every Sunday, then more than likely you have a first-class seat for your race. The guy up front, leading the race, can't see a thing; the poor soul. That is one way of looking at the poor start blues, but not the best way. If you are dicing it out hammer and tongs with your arch nemesis out at Buffalo Crunch Raceway week in and week out, and both of you are exactly the same speed, who is going to win? The answer is, the guy who gets the starts.

The Bob Hannah starting gate looks like a stunted full-scale starting gate. It is a portable, easily assembled one-man starting gate. True, you can't do any practice drag racing against your buddies, but you can get in some serious remedial racing. Someday at a big-time National or Trans-AMA watch the pros go over the gate. Some of them, even high-paid factory shoes, get a little sideways or a lot squirrely. The reason is that they never practice their starts by going over a gate; instead, the average rider pulls around in front of the gate and blasts away.

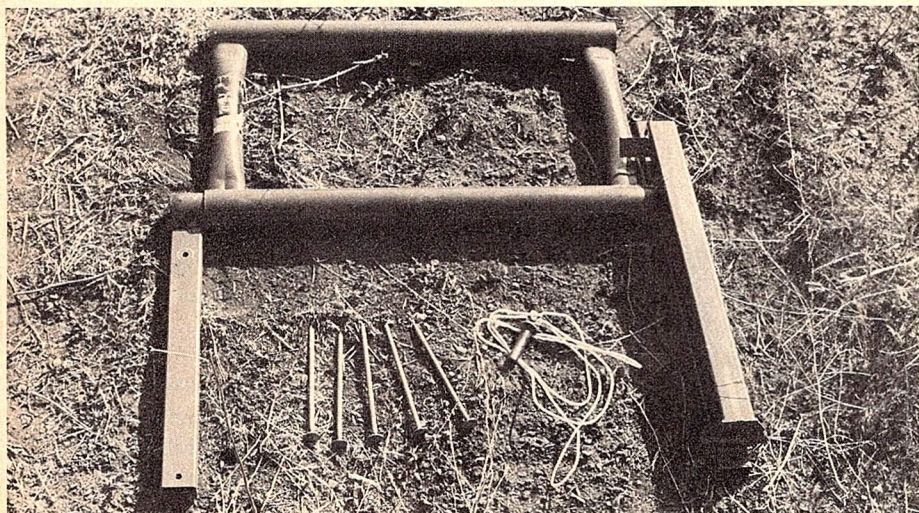
Timing is important, but familiarity is the biggest bonus of the practice gate. We went out with Roger DeCoster and Danny LaPorte one day and did a

couple of practice starts. Roger liked the gate. LaPorte, who is a good starter, could really nail the gate after a few practice tries. The first of the only two problems we encountered was that the gate wouldn't drop if you put your front wheel against it with pressure, and the second problem Roger brought to light. When you have a man who has won five World Championships competing against anything, even a gate, he figures out how to beat it. Because the gate is activated by a string-drawn pin, Roger focused in on the string and dropped the hammer when it went taut. Dick caught on after a couple of blitzkrieg starts and began to pull the string behind his back with it drawn fully tight. Perfecto! We even caught Roger napping a few times.

The gate retails at \$44.95. We think it is too expensive for the average rider, but since it takes two guys to operate it anyhow, one to pull the string and one to twist the throttle, they could split the cost. Club teams and dealers could make excellent use of the Bob Hannah-endorsed starting gate. For more info contact Answer Products, 19625 Four Oaks, Saugus, California 91350, or call (213) 761-3135.



Before the gate has even hit the ground Danny LaPorte (above) is in full roost. Roger DeCoster, dressed in the latest moto garb, (below) gets the renowned Dick Miller behind-the-back quick start.



Now you can build a miniature Saddleback in your own yard for only \$44.95.



BRITISH GP

Continued from page 27

Antonin Baborovsky in sixth place.

The race was denied one of its hardest competitors when Torao Suzuki, on his amazingly standard, as-purchased-from-your-friendly-Suzuki-dealer machine undertook one of the day's mammoth crashes on the hill descent. The little Japanese, who is one of the nicest people in motocross, attempted to jump a large hole, not an easy feat on a steep and rock-strewn mountainside, and had the misfortune to plop his front wheel just six inches too short of the far side. The not-unexpected result was to stop the Suzuki instantly and launch the pilot over the handlebars for a full 30-yard flight. Torao tore the muscles in his foot and took no further part in the proceedings. Amazingly, his bike escaped without a scratch.

If nothing else, we all looked forward to the second moto if only to see another demonstration race by the fantastic Russians. Apart from anything else, it seemed that they were the only two riders who were sufficiently fit to go flat-out for 45 minutes on this demanding circuit, since in the first race there had been a significant number of riders "touring" in mid-race until they got their "second wind."

Any hope of Noyce enlivening the proceedings was faint, since neither he nor the bike appeared ultra-competitive. Graham had finished the first leg in an unfamiliar tenth place despite having a trouble-free ride, and obviously he had his mind more on the vital 500cc rounds to come than on the minimal benefits to be accrued from a Kamikaze ride in a one-off event.

Both Kavinov and Moiseev got good starts in the second moto, but obviously Kavinov was riding a lot nearer the edge than his teammate, since it was not long before he flipped off the back of his KTM in loose sand at the back of the circuit. This left Moiseev in the unenviable position of having to ride entirely alone for a very long race. Of all the tasks a rider has to face, riding alone for a long period on a demanding track is one of the hardest, since it is all too easy to lose concentration and commit some riding or tactical error.

This is just what happened to Moiseev when, at the 30-minute mark, Andre Malherbe burst upon him. One suspects that Moiseev's signaling was not all that it might have been, for it was difficult to pick out Malherbe's

progress since they were both lapping other riders very regularly.

For the Belgian, there was everything to gain, for the kudos to be won from beating the heir apparent to the 250 crown would be immense. At one stage, Malherbe got within three yards of the Russian, but then Moiseev switched from practicing to racing and pulled inexorably away. Even so, it was a near thing and demonstrated how relaxed Moiseev must have been.

At the end, there were a clear 30 yards between the two, and Guenady Moiseev had stamped his authority very firmly on the World 250cc series.

The Maico factory gained some consolation from the day's activities when Hans Maisch came home in a good third place and Frenchman Daniel

Pean brought another Maico into fourth. Bruno rode a steady race to gain another six points with fifth place, and Rolf Dieffenbach pleased the tiny Kramer team with a sixth placing. III

BRITISH 250 GP, HAWKSTONE PARK 31st JULY 1977

1. G. Moiseev, KTM
2. J.J. Bruno, KTM
3. H. Maisch, Maico
4. A. Malherbe, KTM
5. V. Kavinov, KTM
6. J.P. Mingels, Montesa
7. D. Pean, Montesa
8. H. Everts, Bultaco
9. R. Dieffenbach, Kramer
10. A. Baborovsky, CZ

Rob Wilkinson flies his Sachs-engined EMC in formation with Montesa-mounted Swede Bjarne Bloom.



Last year 3,100 people stayed at the beach. Permanently.

Of course they all drowned.

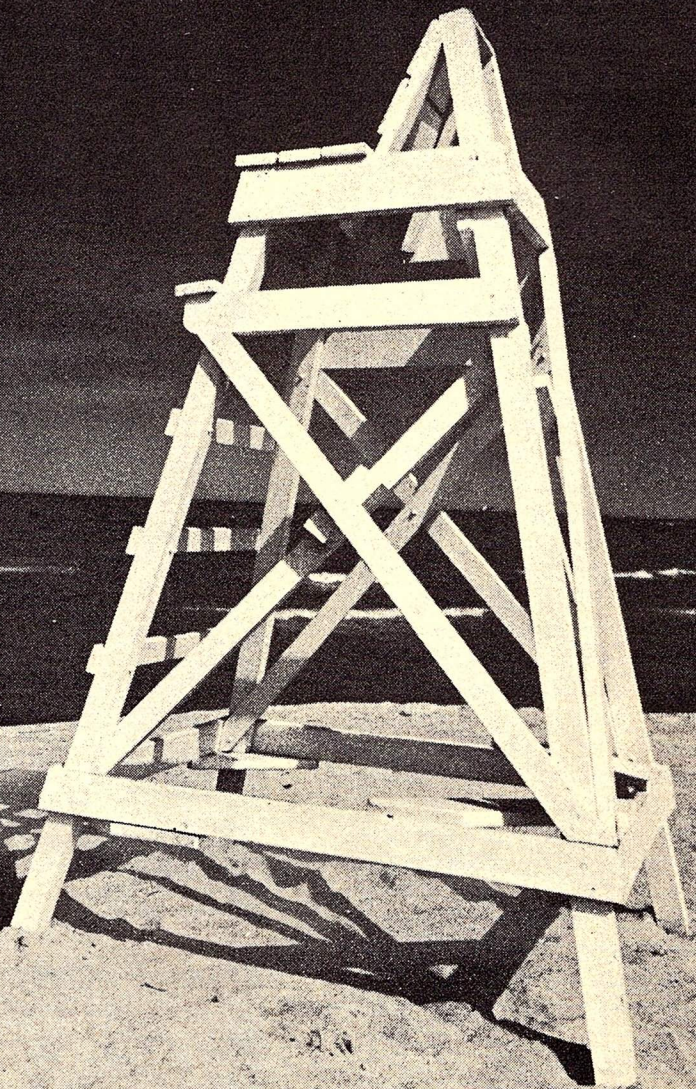
But then, another 55,600 Americans were killed in motor-vehicle accidents. And 17,600 died from falling. Fire claimed another 6,300 lives.

The figures go on and on. But maybe you get the point.

Don't let us hear about you by accident.



If you don't like thinking about safety,
think where you'd be without it.



A reminder from the National Safety Council. A non-profit, non-governmental public service organization. Our only goal is a safer America.

RM50

Continued from page 59

the stock class on an RM50 anyway.

The suspension is the pits. The rear end can be fixed by going out and buying a set of 12-inch S&W shocks with 60-pound springs. That will get you almost as much travel as a stock Italjet. The modified Italjets run lay-down kits. But, because of a peculiar aberration in the rear frame tubes of the RM50, lay-down kits are going to be difficult and costly. The front end is going to be a real tickler. We haven't tried anything yet, but if we were going to we would throw the forks away and try to bolt on something else. Maybe RM80 forks would fit.


The engine is a problem also. Because it has the cast cylinder and manifold it is a bitch to port or add bolt-on horses. We took the machine to the world's greatest minicycle tuner, Ted Moorewood, for analysis. When MOTOCROSS ACTION gets in over its head we always seek competent help. Ted looked around, poked and prodded, and finally pushed his calculator away and said he could probably get it to run with the Italjets two ways. The first way used the stock cylinder, a new piston, pipe, carb and porting. It was expensive. The second way was to use an RM80 cylinder, a sleeve, a pipe, some porting and a carb. The second way was even more expensive. For

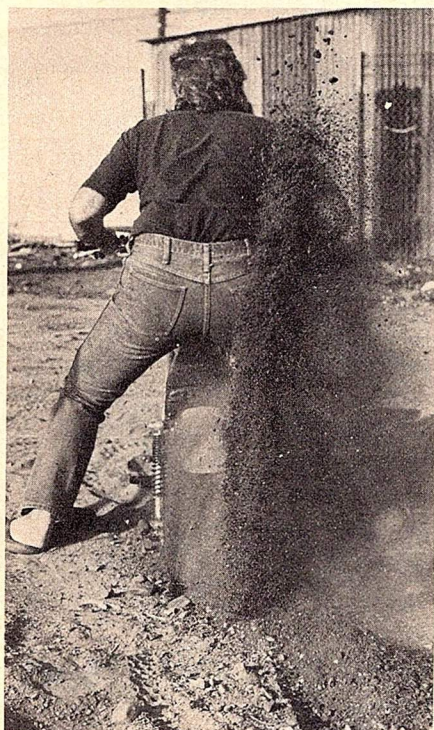
more information contact Cycle Town, 12143 Studebaker Road, Norwalk, California 90650; (213) 864-5214.

MINI MADNESS

Italjet has had the market all to themselves since Honda's Mr. 50 went away. Suzuki is going to sell more bikes than Italjet ever dreamed of. Italjet is going to win all the races. But the majority of the RM50s will never see a race track. Out at the races everyone wanted to use the RM50 to go to the concession stand. The multi-buck DG racer RM80 sat idle all day while professional motocrossers putt-putted around with their knees in their armpits.

The RM50 is a fun bike to ride. It has a mild, smooth powerband. It is big enough to fit on, but not so small that you lose it all the time under shop rags. Suzuki has built a fine first effort, but it definitely is a first effort. To make it run with the Italjet they are going to have to put heavy effort into it, which means that the buyer will have to foot the bill. Real forks, alloy cylinders, straightening out the rear frame and getting longer shocks will cost some coin, but it will be worth it.

As for now, it is a fine pit bike, something to get your kid, brother or sister for their birthday and a safe, well-designed motorcycle. 



If it can roost higher than Jody's head he gives it his Seal of Approval. You be the judge.

SPECIFICATIONS

Make Suzuki
Model RM50
Country of Manufacture Japan

ENGINE

Type Two-stroke, reed valve
Bore and Stroke 41mmx37.8mm
Displacement 49cc
Compression Ratio 7.2:1
Carburetion Mikuni VM16
Ignition Magneto
Lubrication Pre-mix 20:1
Air Filter Oiled foam

TRANSMISSION

Type Five-speed
Ratios: 3.166, 1.941, 1.380, 1.083, 0.923
Clutch Wet multi-plate
Drive Chain 420, 92 links

DIMENSIONS

Wheelbase 40.6 inches
Ground Clearance 5.5 inches
Dry Weight 123 pounds

CAPACITIES

Fuel Tank79 U.S. gallons
Transmission Oil 650cc
Front Fork Oil 75cc

MOTOCROSS ACTION MAGAZINE STATEMENT OF OWNERSHIP

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION (Required by 39 U.S.C. 3685)

1. Title of publication: Motocross Action Magazine.

2. Date of filing: September 30, 1977.

3. Frequency of issue: Monthly (semi-monthly in March & May). A. No. of issues published annually: 14. B. Annual subscription price: \$9.00.

4. Location of known office of publication: 16200 Ventura Blvd., Encino, Los Angeles, California 91436.

5. Location of the headquarters or general business offices of the publishers: Same as #4.

6. Names and complete addresses of publisher, editor, and managing editor: Publisher, William R. Golden, 16200 Ventura Blvd., Encino, California 91436; Editor, Dick Miller, 16200 Ventura Blvd., Encino, California 91436; Managing Editor, Jody Weisel, 16200 Ventura Blvd., Encino, California 91436.

7. Owner (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual must be given.): William and/or Raye Golden, 16200 Ventura Blvd., Encino, California 91436; Daisy Publishing Co., Inc., 16200 Ventura Blvd., Encino, California 91436.

8. Known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages or other securities: None.

9. For completion by nonprofit organizations authorized to mail at special rates (Section 132.122, PSM): Not applicable.

10. Extent and nature of circulation. A. Total no. copies printed (Net press run): average no. copies each issue during preceding 12 months: 174,402; actual no. copies of single issue published nearest to filing date: 164,818. B. Paid circulation. 1. Sales through dealers and carriers, street vendors and counter sales: average no. copies each issue during preceding 12 months: 62,210; actual no. copies of single issue published nearest to filing date: 154,150.

2. Mail subscriptions: average no. copies each issue during preceding 12 months: 10,128; actual no. copies of single issue published nearest to filing date: 9,403. C. Total paid circulation (Sum of 10B1 and 10B2): average no. copies each issue during preceding 12 months: 72,338; actual no. copies of single issue published nearest to filing date: 163,553.

D. Free distribution by mail, carrier or other means samples, complimentary, and other free copies: average no. copies each issue during preceding 12 months: 641; actual no. copies of single issue published nearest to filing date: 352. E. Total distribution (Sum of C and D): average no. copies each issue during preceding 12 months: 72,979; actual no. copies of single issue published nearest to filing date: 163,905. F. Copies not distributed. 1. Office use, left over, unaccounted, spoiled after printing: average no. copies each issue during preceding 12 months: 1,821; actual no. copies of single issue published nearest to filing date: 913. 2. Returns from news agents: average no. copies each issue during preceding 12 months: 99,602; actual no. copies of single issue published nearest to filing date: None. G. Total (Sum of E, F1 and 2 — should equal net press run shown in A): average no. copies each issue during preceding 12 months: 174,402; actual no. copies of single issue published nearest to filing date: 164,818.

11. I certify that the statements made by me above are correct and complete. Signature and title of publisher: Wm. R. Golden, Publisher.

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SPONSORSHIPS

Continued from page 45

A distributor sponsorship is next up the line, and only Experts need apply. Most major manufacturers have several distributors in America. Except for Harley-Davidson, all the factory teams in the United States are in reality distributor teams. First, let's look at the small regional distributor, and then we'll move on to the factory team.

Regional distributors often sponsor racers because they like to emulate the big West Coast distributors. From a regional distributor you can expect a stock bike, free parts, jersey, leathers, entry fees, gas money, use of the van on weekends and perhaps a little bonus money for big wins.


So, you have worked your way up the ladder. You have won everything in sight and are one of a handful of really fast riders. Now you can look for the factory ride. It doesn't hurt to let them know you are available. Since you are probably racing the Nationals on a shop bike, just walk up to the head man in the pits, introduce yourself and pump his hand vigorously. I guarantee that if you do this, sometime during the day the team manager will take a close

look at you. What he sees and thinks is up to you.

Factory rides differ with each factory, but normally with the big four it means two bikes, a mechanic, a salary, all the parts you want, bonus money, airplane tickets every week and an advertising campaign conducted in your name. You can only get them by winning.

Perhaps it should be mentioned that one of the easy ways to get a factory ride is to get sponsored by one of the mini factories. Bob Hannah, Broc Glover, Mike Bell and Danny Turner came from DG Performance Specialties. FMF has turned its share of riders over to the factories, and it is expected that the new Team Moto-X Fox will do the same thing.

WHAT'S IT ALL ABOUT

The main thing to remember is that sponsored or not, racing is still fun. You have nothing to lose by walking up to a potential sponsor, whether he is a factory team manager or a local shop owner, and laying your cards on the line. Be realistic about your needs, skills and potential. At the same time, try to give the person who sponsors you something in return. 

"THERE IS AN ANSWER TO EVERY RIDDLE IN THE UNIVERSE, EXCEPT ONE."



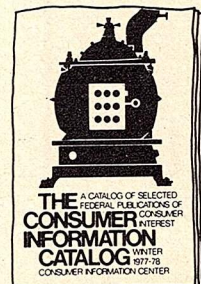
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KOJII

Continued from page 49

came in 1975 for the complete Trans-AMA series, which was sort of a reward from Suzuki for his winning of the Japanese 250cc National Championship. Once again, it was hardly a spectacular performance, with Kojii usually producing some wild crashes whenever he tried to keep pace with the Europeans and Americans. What were the differences between motocross in Japan and America?

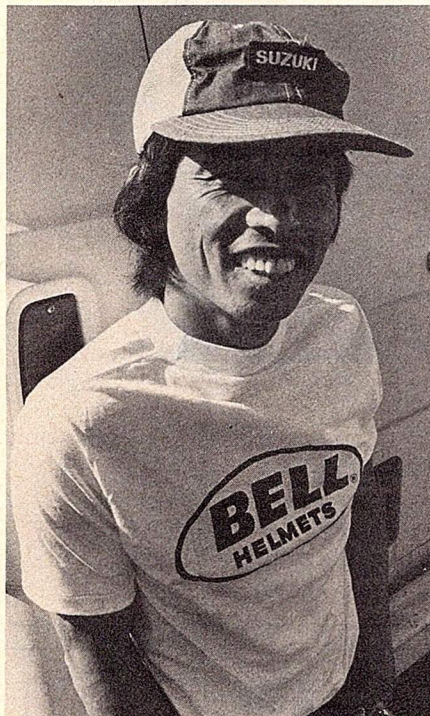
"In Japan there are only 20 or 25 professional riders. Here in America there are many (possibly 2000 — 3000). It is much different. Riders here go much faster and can jump much farther because there are so many riders to race against. I think maybe it take me two years of racing here before I can become champion or top ten rider. Maybe in heavy rain it possible to win now, but not on fine day.

"I think many riders in United States are hungry to win. Also, they are too young. It's OK, but they're kind of crazy to win. It's really exciting, but they need more experience.

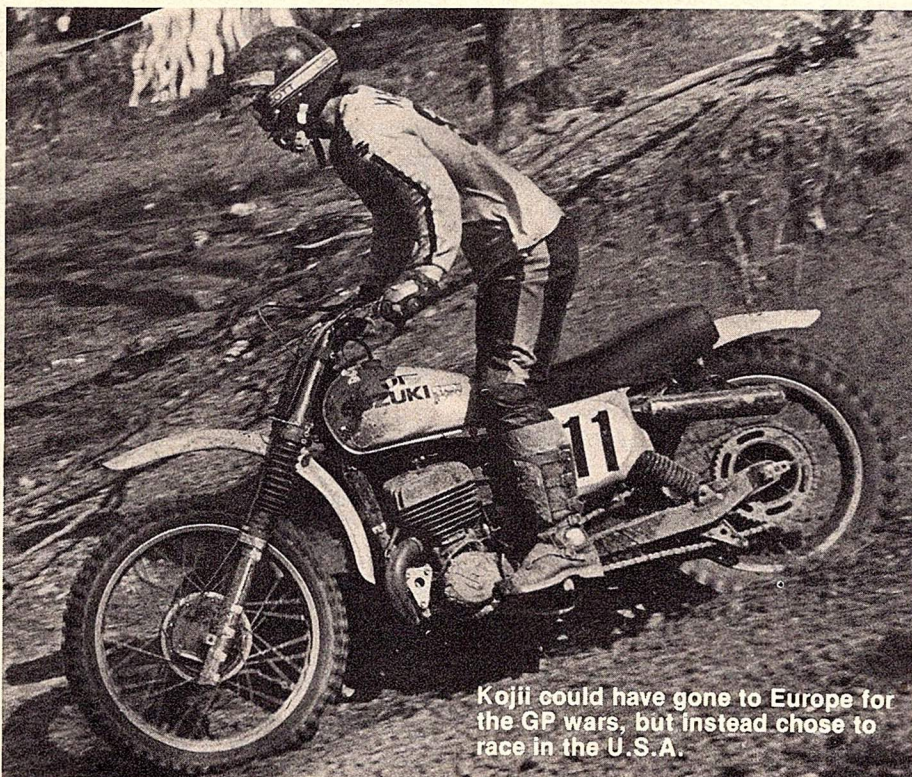
"I think America very big to travel across. Japan very small. Here they should have special qualifying races for East Coast and West Coast before going to National races so only good racers can qualify. Then maybe every rider can get starting money. They

have no starting money in Japan, only purse money, because almost every professional rider is with a factory."

What were Kojii's reasons for coming to the United States to race? Ever since Pierre Karsmakers cleaned house over here in 1973 the AMA has required a foreign rider to be a resident here for at least two years before he could be eligible for National points. Besides being unable to collect on



One of the best-liked riders on the AMA circuit, Kojii is always ready with a smile.



Kojii could have gone to Europe for the GP wars, but instead chose to race in the U.S.A.

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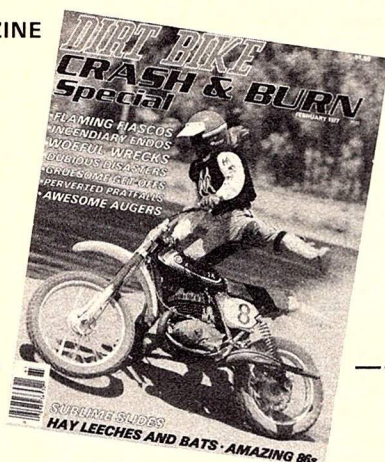
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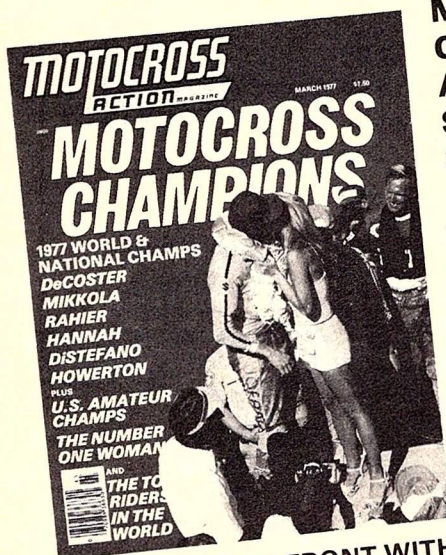
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KOJII

Continued from page 71

AMA points fund money and Championship bonus money from Suzuki, Kojii knew the competition in America was tough as hell.

"Last year Suzuki said they weren't going to race no more in Japan. So I wanted to race for three or four more years. I talk to factory manager and say I want to race and want contract. They don't like that. I'm fastest Japanese rider, but Suzuki don't want to spend money for racing, because racing no good for motocross sales in Japan. Motocross sales very small and street bikes very big.


"Me and Watanabe and other four

guys don't know what will happen. I want to go race, so because I'm good at testing and I was good for company before by being Champion, they don't want to just let me go. Maybe there is some other place for me. I say I want to go to America and Watanabe say he want to go to Europe. So factory say, 'OK.'

"I come to America as Suzuki rider with salary and not contract. I wanted money, but most important thing for me was to see country and people. I wanted to feel America, and that is more important to me than money. I also happy because only me and Watanabe still with Suzuki. The other four guys now private, but Suzuki still help with bikes and parts because they need these riders for testing.

"I want to stay in America for three or four years. I even met American girl and almost got married, but now we're split up. But I really like it here and want to stay. I'm still thinking of my future here. I really like United States. My Japanese federation sent my racing license to AMA, so if I go back to Japan I'm unable to race. I like it here being able to race and everybody is friendly to me."

Kojii's been using this past season in America to pick up experience racing against the round eye hotshoes. When he's not out on the circuit he's usually back at Suzuki headquarters in Los Angeles helping to test new RM production bikes. His bike for the 1977 Trans-AMA series is a works bike RN chassis with the new 402cc RM400C engine in it. It is safe to bet that future Open class RMs will be the same displacement as the 402 RNs now being used by the other factory team riders.

So far, Kojii's first full season of racing in America hasn't been too successful. The competition is a lot tougher than back in Japan, and he's happy just to avoid crashing while trying to keep up with the other factory riders and finishing in the top ten. For the 1978 season Kojii will contest the 125cc National Championship for U.S. Suzuki. The AMA's new system which allows a rider to enter only one National class should prove beneficial to the Japanese champ, because the top Americans will more than likely stick with the 250cc and 500cc classes. With a season of experience behind him and the possibility that the AMA may allow him to earn National points in 1978, Kojii Masuda, Suzuki's samurai warrior, might just end up holding National titles in two countries. 



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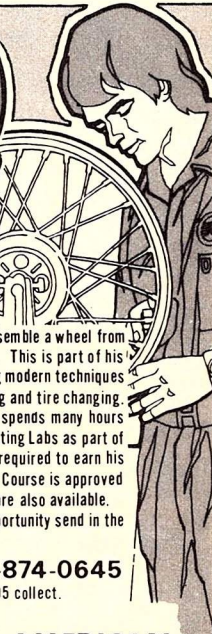
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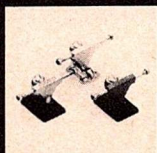


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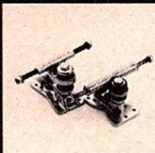
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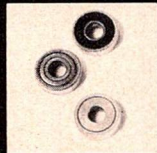
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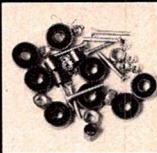
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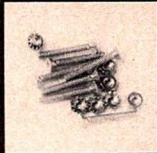
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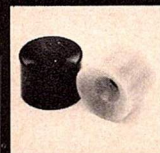
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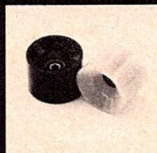
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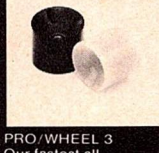
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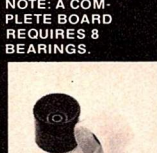
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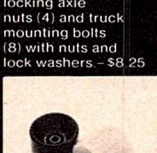
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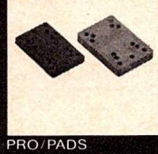
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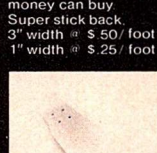
PRO/CAMBER POLISHED ALUMINUM BLANKS
Our new and very HOT camber board. Slalom like no other slalom blank. 6061-T-6 Aluminum in 24" or 27" and comes in black, gold and chrome — \$16 each



PRO/BURNISHED ALUMINUM BLANK
6061-T-6 Aluminum in 2 styles. Double Kick (24" or 27") or Double Kick Cutaway (27" only). Available in black or red. Comes pre-drilled — \$9 each



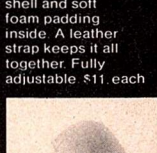
PRO/GLASS BLANKS
Pultruded Fiberglass blanks. Available in 24" and 27" in black, blue, red, yellow and white. Three designs — Flat, Camber Kick Cutaway and Cutaway Flat. \$8.50 each



PRO/POLISHED ALUMINUM BLANKS
6061-T-6 Aluminum 24" or 27" Camber Kick and Cutaway, available in black, gold and chrome — \$15 each



PRO/ELBOW PADS
No use dragging your BOWS. When getting radical, protection for your elbows and forearms is a must. Available in white or rainbow colors \$5 per pair



PRO/KNEE PADS
Keep your knees high and dry. Extra protection for extra hot riders. Available in white or rainbow colors \$5 per pair

COMBINATIONS:

PRO/BOARD 1 \$42.

Polished aluminum in hot black finish. Camber or Camber Kick Cutaway 27" deck with ACS 651 black and gold trucks, PRO/WHEEL 2 1/2". PRO/pads, IKS sealed bearings and grip tape.

PRO/BOARD 2 \$35.

Burnished Aluminum Double Kick or Double Kick Cutaway (27" only), black or red finish. ACS 500 black & silver trucks, PRO/2 WHEELS, 1/2" PRO/pads, IKS precision bearings and grip tape.

PRO/BOARD 3 \$37.

Solid Oak Kick Tail in three lengths, 24" 27" or 29". ACS 651 black & silver trucks, PRO/5 WHEELS, 1/2" PRO/pads, IKS precision bearings and grip tape.

PRO/BOARD 4 \$39.

Pultruded Fiberglass Deck in 24" or 27" length. Comes in black, blue, red, yellow or white; Camber Cutaway design. ACS 651 black & silver or black & gold trucks, PRO/WHEEL 5, 1/2" PRO/pads, IKS precision bearings and grip tape.

<p>Quantity</p> <p><input type="checkbox"/> ACS 430 all silver</p> <p><input type="checkbox"/> ACS 430 black & silver</p> <p><input type="checkbox"/> ACS 430 black & gold</p> <p><input type="checkbox"/> ACS 500 all silver</p> <p><input type="checkbox"/> ACS 500 black & silver</p> <p><input type="checkbox"/> ACS 500 black & gold</p> <p><input type="checkbox"/> ACS 650 black & silver</p> <p><input type="checkbox"/> ACS 650 black & gold</p> <p><input type="checkbox"/> ACS 651 black & silver</p> <p><input type="checkbox"/> ACS 651 black & gold</p> <p><input type="checkbox"/> California Slalom</p> <p><input type="checkbox"/> X-Caliber Pro</p> <p><input type="checkbox"/> PRO/BOARD 1</p> <p><input type="checkbox"/> Camber <input type="checkbox"/> Camber Kick Cutaway</p> <p><input type="checkbox"/> orange wheels <input type="checkbox"/> red wheels</p> <p><input type="checkbox"/> PRO/BOARD 2</p> <p><input type="checkbox"/> 24" <input type="checkbox"/> 27" <input type="checkbox"/> Double Kick</p> <p><input type="checkbox"/> 27" only <input type="checkbox"/> Double Kick Cutaway</p> <p><input type="checkbox"/> black <input type="checkbox"/> red</p> <p><input type="checkbox"/> orange wheels <input type="checkbox"/> red wheels</p> <p><input type="checkbox"/> PRO/BOARD 3</p> <p><input type="checkbox"/> 24" <input type="checkbox"/> 27" <input type="checkbox"/> 29"</p> <p><input type="checkbox"/> red wheels <input type="checkbox"/> orange wheels</p> <p><input type="checkbox"/> PRO/BOARD 4</p> <p><input type="checkbox"/> 24" <input type="checkbox"/> 27"</p> <p><input type="checkbox"/> black <input type="checkbox"/> blue <input type="checkbox"/> red</p> <p><input type="checkbox"/> yellow <input type="checkbox"/> white</p> <p><input type="checkbox"/> red wheels <input type="checkbox"/> orange wheels</p>	<p>Quantity</p> <p><input type="checkbox"/> PRO/WHEEL 1</p> <p><input type="checkbox"/> PRO/WHEEL 2</p> <p><input type="checkbox"/> PRO/WHEEL 3</p> <p><input type="checkbox"/> PRO/WHEEL 4</p> <p><input type="checkbox"/> PRO/WHEEL 5</p> <p><input type="checkbox"/> PRO/WHEEL 6</p> <p><input type="checkbox"/> PRO/WHEEL 7</p> <p><input type="checkbox"/> PRO/MAG</p> <p><input type="checkbox"/> 1/2" PRO/PAD</p> <p><input type="checkbox"/> 3/4" PRO/PAD</p> <p><input type="checkbox"/> 1/2" MAD PRO/PAD</p> <p>Quantity</p> <p><input type="checkbox"/> PRO/GRIP TAPE</p> <p><input type="checkbox"/> Ft. of 1" tape</p> <p><input type="checkbox"/> Ft. of 3" tape</p> <p><input type="checkbox"/> KOYO bearing</p> <p><input type="checkbox"/> IKS bearing</p> <p><input type="checkbox"/> (NEW) German bearing</p> <p><input type="checkbox"/> PRO/WRENCH</p> <p><input type="checkbox"/> PRO/T-WRENCH</p> <p><input type="checkbox"/> PRO/RAWLINGS HELMET</p> <p><input type="checkbox"/> PRO/RECTOR GLOVES</p> <p><input type="checkbox"/> small <input type="checkbox"/> medium <input type="checkbox"/> large</p> <p><input type="checkbox"/> PRO/AXLE EXTENDERS (precision)</p> <p><input type="checkbox"/> PRO/AXLE EXTENDERS (loose ball)</p>	<p>Quantity</p> <p><input type="checkbox"/> PRO/CAMBER POLISHED ALUMINUM BLANKS</p> <p><input type="checkbox"/> 24" <input type="checkbox"/> 27"</p> <p><input type="checkbox"/> gold <input type="checkbox"/> black <input type="checkbox"/> chrome</p> <p><input type="checkbox"/> Camber only</p> <p><input type="checkbox"/> PRO/BURNISHED ALUMINUM BLANK</p> <p><input type="checkbox"/> 24" <input type="checkbox"/> 27" <input type="checkbox"/> Double Kick</p> <p><input type="checkbox"/> 27" only <input type="checkbox"/> Double Kick Cutaway</p> <p><input type="checkbox"/> black <input type="checkbox"/> red</p> <p><input type="checkbox"/> PRO/POLISHED ALUMINUM BLANKS</p> <p><input type="checkbox"/> 24" <input type="checkbox"/> 27"</p> <p><input type="checkbox"/> gold <input type="checkbox"/> black <input type="checkbox"/> chrome</p> <p><input type="checkbox"/> Camber Kick <input type="checkbox"/> Camber Kick Cutaway</p> <p>Quantity</p> <p><input type="checkbox"/> PRO/GLASS BLANKS</p> <p><input type="checkbox"/> 24" <input type="checkbox"/> 27"</p> <p><input type="checkbox"/> black <input type="checkbox"/> blue <input type="checkbox"/> red</p> <p><input type="checkbox"/> yellow <input type="checkbox"/> white</p> <p><input type="checkbox"/> Flat <input type="checkbox"/> Camber Kick Cutaway</p> <p><input type="checkbox"/> Cutaway Flat</p> <p><input type="checkbox"/> PRO/WOOD BLANK</p> <p><input type="checkbox"/> 24" 27" 29"</p> <p><input type="checkbox"/> PRO/KNEE PADS (pair)</p> <p><input type="checkbox"/> white <input type="checkbox"/> colors</p> <p><input type="checkbox"/> PRO/ELBOW PADS (pair)</p> <p><input type="checkbox"/> white <input type="checkbox"/> colors</p> <p>Quantity</p> <p><input type="checkbox"/> PRO/HARDWARE</p> <p><input type="checkbox"/> PRO/MOUNT KIT</p>	<p>All boards are shipped unassembled. Minimum order is \$25. plus tax & shipping.</p> <p>California residents only add 6% sales tax.</p> <p>Check, postal money order, bank money order accepted. All foreign orders MUST send U.S. conversion. THANK YOU.</p> <p>ADD THE FOLLOWING AMOUNTS FOR POSTAGE:</p> <p>\$3.25 for complete boards (\$5.50 foreign).</p> <p>\$2.25 for blanks (\$4.50 foreign).</p> <p>\$1.75 for 2 trucks (\$3.50 foreign).</p> <p>\$1.25 for 4 wheels (\$3.00 foreign).</p> <p>\$1.25 for small items such as bearings, tools, etc.</p> <p>PO BOX 6A, BALBOA ISLAND, CALIFORNIA 92662</p> <p>CALIFORNIA SALES TAX</p> <p>SHIPPING</p> <p>TOTAL</p> <p>SHIP TO:</p> <p>ADDRESS:</p> <p>CITY:</p> <p>STATE:</p> <p>ZIP:</p>
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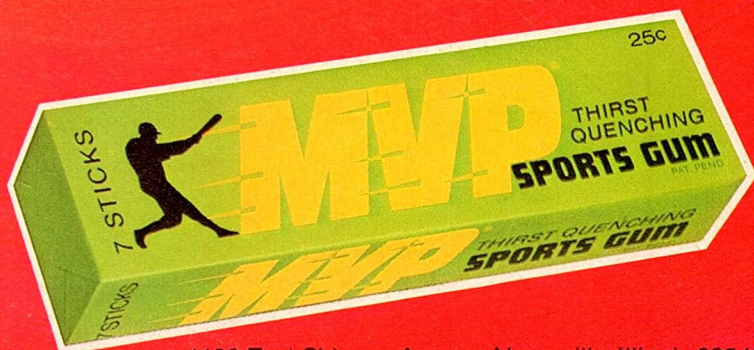
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